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EXCURSION TO MACAO

SUNDAY, 30th SEPTEMBER, 1934

S.S. "SUI TAI"

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NOTE.—All Steamboat Company's Steamers are fitted with Wireless.

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ROYAL NAVY
Latest Appointment

(Special Air Mail Service)

London, Sept. 7. Yesterday the Admiralty notified the following appointments:

Surg. Capt. — L. Warren, O.B.E., M.B., to Drake for R.N.B. Oct. 5; and E. Mac Ewan, the Queen Elizabeth, as Fleet M.M., on a tour of C.-in-C. and as specialist in hygiene, Oct. 1.

Cmdr.—P. G. L. Gazelet, to Victory for Tactical course, Sept. 24. Lt.-Cmdr.—E. W. Reep, to Sable, Sept. 22; P. S. Smith, "R. M. Spencer, W. R. G. Reid and N. L. Dwyne, to Dryad for Tactical course; C. F. H. Churchill, M. Cursham, C. A. E. Stanfield and G. N. Rolfe, to Dryad for Tactical School, Sept. 24; F. B. Leigh, to Drake (N.), for Devonport Dockyard, Oct. 12; J. D. F. Dowse, to Greenwich, Oct. 13, and to Cormorant, Nov. 3; and S. K. Horn, to Resource, on recom. g.

Lt.—G. O. Roberts, to Diamond, Sept. 10; and J. L. Woolcombe, to Victory for short P. and R. T. course, Sept. 11; and to Berwick, on recom. g.

Lt. (E)—H. A. Martin, to Achilles, Sept. 6. Act. Payr. Sub-Lt.—J. H. Osborne, to Greenwich, Sept. 8. Schoolmaster.—E. Reid, to Medway, Oct. 1.

Royal Marines

Lts.—R. C. de M. Leathes, G. H. Stockley, R. F. V. Griffiths, and R. H. Bradshaw, to Victory, addl. for long R. and R. T. course, Oct. 15.

Royal Naval Reserve

Engr. Lt.-Cmdr.—R. C. Barber, to Caledon, Sept. 8.

Payr. Lt.-Cmdr.—J. T. Bruton and R. M. Macnaughtan, to Berwick, Sept. 15. Cmdr.—L. R. Carr, placed on the Retd. List, with rank of Capt. Aug. 28.

COMMANDER OF THE DELHI

Commander W. H. D. Friedberger, after two years in the Operations Division at the Admiralty, is appointed as executive officer of the Delhi, flagship of the 3rd Cruiser Squadron, which is home from the Mediterranean to recommission. Commander Friedberger, who recently completed 25 years' service, having entered Osborne in May, 1909, served during the War as midshipman and sub-lieutenant of the battleship Temeraire, and from 1917 in submarines. He is a graduate of the Staff College, and was promoted in 1931 after commanding the submarine Odin on the China Station.

BASES IN CEYLON

The naval establishments in Ceylon are now to be placed under the orders of a Captain-in-Charge, and Captain C. E. Sandford, O.B.E., has been selected as the first occupant of this post. The R.N. Yard at Trincomalee, which is the principal base of the East Indies Squadron, has hitherto been under a naval store officer as superintendent, Mr. W. F. Mitchell, formerly store officer at Simonstown.

ROYAL AIR FORCE
Wing Commander Maude

(Special Air Mail Service)

London, Sept. 7. The retirement is gazetted, at his own request, of Wing Commander C. E. Maude, another of the pre-war pilots of the R.N.A.S. He just escaped being in the first 500 British pilots, his certificate being No. 529, but he has been flying since early in 1913, at which date he was a Lieutenant, R.N.

After service at Yarmouth air station he was brought to the Air Department, Admiralty, in September, 1914, as flight commander but later in the War was in command of the air station at Whitley Bay. In 1917-18 he was in France, and in 1918-19 in the Mediterranean. The naval aircraft which in 1927 accompanied the Shanghai Defence Force were under his command, and in 1928-30 he was Fleet Aviation Officer, Home Fleet. During the past three years he has been on the staff of the Coastal Area. Wing Commander Maude is 44 and has had 30 years' service in the R.N. and R.A.F. He has been appointed to the newly-created post of Assistant Officer in Charge of Records at the R.A.F. Record Office at Ruislip.

Administrative Duties

Squadron Leader B. K. D. Robertson, A.F.C., is appointed to the Record Office for administrative duties in succession to Squadron Leader W. E. Swann. The former officer specialized in engineering duties in 1927-28, and has since been on the staff of the Coastal Area.

Squadron Leader R. M. Trevelyan, M.C., on being restored to full pay, relieves Squadron Leader G. H. Cock on the staff of No. 23 Group, Grantham, in which are included the flying training schools. He last served with No. 99 (Bomber) Squadron at Upper Heyford.

At Colombo there is a Naval Office, where the staff includes Commander (E) L. R. Richards, Major S. J. Bassett, R.M., as Intelligence Officer, and Paymaster Commander W. D. Stewart as Resident Naval Officer. As the flagship, with the Admiral and his staff, is often some 2,000 or 3,000 miles away during her cruises in the Indian Ocean and to East African ports, it will facilitate administration to have a Captain-in-Charge on the spot.

Captain Sandford was one of the two officers who were saved from the wreck of the battle cruiser Invincible at Jutland. He was her torpedo officer. Later in the War he served in the Furious and the Warspite, and was promoted to commander in 1923, and to captain in 1931. He has since commanded the Vampire and a division of the 1st Destroyer Flotilla, Mediterranean Fleet, and has been Senior Officer of the Red Sea Division in the sloop Hastings.

DIARY OF LOCAL EVENTS

To-day

TUESDAY, SEPTEMBER 25

Anniversaries and Holidays.—Feast of Our Lady of Ransom, Jewish Feast of Tabernacles. (2nd day).

Cinemas.

King's:—"She Learned About Sailors"

Queen's:—"Tarzan And His Mate"

Central:—"Chinese Picture"

Oriental:—"Duck Soup"

World:—"Chinese Picture"

Alhambra:—"Wonder Bar"

Majestic:—"The Way To Love"

Star:—"Mystery Of Mr. X."

Lectures

Professor R. Robertson, M.A., on "The Economics of the Iron and Steel Industries," Room "K" University, 3.30 p.m.

Meetings

Annual, Kowloon Union Church Young People's Society, 9 p.m.

St. Andrew's Girls' Guild Meeting, Church Hall, 5.30 p.m.

St. Andrew's Church Mothers' Union, 2.45 p.m.

Kowloon Union Church Women's Guild, 10 a.m.

Miscellaneous

Rotary Club Tiffin, Hong Kong Hotel Roof Garden.

Ladies' Church Aid Whist Drive, Sailors' and Soldiers' Home, Hennessy Road, Wanchai, 3.30 p.m.

Moon:—VIII Moon, 17th Day.

Principal Mails

Inward from Europe via Siberia by Yushun.

Outward Air Mail for Europe by Andre Lebon, 11.30 a.m.; steamer, 11.30 a.m.; for America and Europe via Siberia by President Pierce, 5 p.m.

Sports

Hockey.—St. Andrew's v. Y.M.C.A. 5.15 p.m., King's Park.

Sunrise.—6.12 a.m. Sunset.—6.17 p.m.

Tides:—High at 10.40 and 20.47; Low at 4.06 and 16.16.

WEDNESDAY, SEPTEMBER 26.

Anniversaries and Holidays.—King of Denmark born, 1870. Anniversary of the Establishment in 1907 of the Dominion of New Zealand. Celebration of New Zealand National Holiday in the Far East.

Cinemas

King's:—"Hold That Girl!"

Queen's:—"Tarzan And His Mate"

Central:—"The Poor Rich"

Oriental:—"Heritage Of The Desert"

World:—"Should Ladies Behave"

Alhambra:—"Wonder Bar"

Majestic:—"Hips Hips Hooray!"

Star:—"The Kennel Murder Case"

Lectures

Home Nursing, St. John Nursing Detachment, Volunteer Headquarters, 5.30 p.m.

THE HONG KONG PENINSULA HOTEL; HONGKONG HOTEL; REPULSE BAY HOTEL; FRANK HOTEL & SHANGHAI ASTOR HOUSE; PALACE HOTEL; HOTELS LIMITED. In association with the Grand Hotel des Nations Ltd., Peking.

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CAR TRIALS

Case For An English
Grand Prix

The Alpine Trial, severest of touring events, the French Grand Prix, most important of racing events, and the Monaco Grand Prix, most spectacular of all events, are over, writes a correspondent, and this year's calendar holds only two more outstanding motoring competitions, the Royal Automobile Club's Tourist Trophy race in Ulster on September 9. After that come the Paris Salon on October 4 and, overlapping it by four days, the Olympia Motor Show.

Another year will soon have passed without any major international motoring competition being held in England; without the English public having had any opportunity of seeing what first-class motor-car racing is like. The English public has never had that opportunity. In France, Italy, Germany, and nearly all countries but England the sport of motor-car road racing is recognised and pursued. But in England the law prohibits the closing of any section of public road for a race. Consequently road racing, which is the only genuine form of motor-car racing, is never possible on a large scale.

At Donington Park small-scale road racing has been going on for some time with success, and at Brooklands much ingenuity has been exercised to simulate road conditions on the track. But apart from an episode in about 1926, when foreign competitors were persuaded to come over for a bout of this imitation road racing, the English public has never seen the master drivers in action.

BRITISH RECORDS

In the small classes, British cars and drivers are unbeatable; as are British motor-cycles and their drivers; but in the large classes our drivers must use foreign cars if they are to stand a chance of success in major international contests abroad. Lord Howe, the Hon. Brian Lewis, Captain G. E. T. Eyston, Mr. H. C. Hamilton, Flight-Lieutenant C. S. Standland, Mr. Penn Hughes, and others have proved that they possess the necessary skill for winning these events. But it is almost always in foreign cars. For without the objective of first-class motor-car road racing in England, English manufacturers are not encouraged to produce racing machines.

Fortunately, however, there is now a strong probability that a first-class road course entirely on private ground will be available on the South Coast by next year. If so, we may expect that a tremendous impetus will be given to sporting motoring. One major race, with the Continental experts such as Louis Chiron, Varzi, Fagioli, Von Stuck, Etancelin, and Benoist competing, would be a sensation and an education for the English public. Its eyes would be opened to the remarkable spectacle that can be provided and, what I am always concerned to point out, it would be educated in the methods of good driving.

INFLUENCE ON DRIVING

Extraordinarily mistaken ideas exist in this country as to what constitutes good driving. They are to some extent the result of the absence of the heaven of road racing. It is true that a great many motorists are not interested in the sporting side of motoring; but their methods at the wheel are influenced, consciously or unconsciously, by the methods of racing drivers, or rather by what they believe to be the methods of racing drivers.

I said above that English manufacturers are not encouraged to produce absolute racing cars; but despite lack of encouragement one organisation has produced certain racing cars which have shown high promise. These are the E.R.A. cars which performed so well at the last Brooklands meeting in the hands of Mr. H. Cook and Mr. Raymond Mays. They established two new "Mountain" lap records in their respective classes (1,100 c.c. and 1,600 c.c.) and showed excellent handling qualities, thus confirming the good impression created by the single car of this make that took part in the British Empire Trophy race.

These cars now have a start which should be valuable to them if the South Coast road racing course plans mature. Moreover, I should not be surprised to see some of the English firms that achieved renown for

THE HUMBER
PROGRAMMEImprovements In
Well-tried Designs

Lieutenant-Colonel Cole, Chairman of Humber, Ltd., announced this firm's programme for 1935. "Steady development of the present well-tried design, in order to approach the ideal perfect car, is," he declared, "our policy."

"Consequently, while there are detailed improvements in coachwork and minor accessories, no radical alterations have been introduced in the sixteen-sixty model, the Snipe eighty, and the Pullman saloons. Chassis have been strengthened, so that road worthiness and body quietness have been improved."

"Tax rating will be reduced from 124 to 113 as from January 1, for the Snipe eighty and Pullman cars, while the 16.9 six-cylinder sixteen-sixty Humber will drop from 117 to 112 15s."

A NOVEL POINT

A novel point in these Humber models is the control of radiator shutters by the temperature of the oil in the engine base chamber. Engine cooling is nine-tenths effected by the oil and not by the circulating water, so by this system more efficient cooling is done. When the engine is left standing, not running, the heat is retained, and thus prevents waste of oil and petrol by the too frequent use of the air choke in restarting. The latter is not needed for restarting if the engine is kept sufficiently warm.

The prices of the new Humber Six-Cylinder saloon cars are £435 for the Sixteen-Sixty model, £440 more for the Snipe Eighty, and £735 for the seven-seater Pullman. The Twelve Humber models are to be continued for this new season, but a further announcement will be made regarding these at the Olympia motor show.

their racing successes on the Continent and in Ireland and the Isle of Man in the past return to the sport and build special machines if that road course comes up to expectations. The names of Bentley, Sunbeam, Talbot, and Vauxhall stand so high in the estimation of the world partly on account of their great achievements in the earlier days of racing.

JOHN COBB'S RECORD

One of the notable things about the lap record of 140.9 miles an hour set up by Mr. John Cobb at the last big Brooklands meeting is the tribute it constitutes to the tyres. When Mr. Cobb first used this car on the track he was dogged with tyre trouble, chiefly on the off-side rear wheel, which is the wheel that does most of the work on the banking in keeping the car down. The tyre experts studied the problem involved, and have now solved it as they have solved so many difficult tyre problems in racing and record breaking, and Mr. Cobb can now put his big car at the Byfleet banking at about 160 m.p.h. with confidence that his tyres will not betray him.

Another notable achievement at the Brooklands meeting was the "Mountain" lap class record set up by Sir Herbert Austin's supercharged Austin Seven, driven by Mr. L. P. Driscoll. This is one of the prettiest racing cars I have seen and it handles beautifully. Its lap speed record for the "Mountain" circuit was 72.37 m.p.h.

In the Klausen Pass Hill Climb also, the Seven won its class. This is a climb of 13 miles of winding road, and the unlimited class was won by Caracciola in one of the new five-speed Mercedes Grand Prix cars at the record speed of 52.13 m.p.h.

SPEED AWARD FOR
WOMAN

(Special Air Mail Service)

London, Sept. 7. Miss B. Shilling, riding a Norton motor cycle, put up a remarkable performance at Brooklands on Saturday when she did one lap in a three-lap race at a speed of 101.02 miles an hour.

She was awarded the Brooklands Gold Star, a distinction held by only one other woman.

In a later race Miss Shilling was put on scratch—on the same mark as a rider who won the Ulster Grand Prix.

MOTOR JOTTINGS

Motorists And Compulsory
First Aid FeesRESENTMENT AT NEW
LEGISLATION

Quite remarkable bitterness has been aroused by one particular provision of the Road Traffic Act, 1934: the provision for the payment by the motorist, no matter whether he is to blame or not, of an emergency medical treatment fee of 12s. 6d.

It was known at the time the Bill was being discussed that this provision was in it, and the point was clearly made in the House and outside it that here was a departure from precedent and a negation of justice as it was previously understood. In this provision the determination to get the motorist's money, no matter how, was revealed. It was the modern equivalent of the old horse vehicle driver's slash in the face with a whip given to the motorist for no better reason than that he did not like motor-cars.

Yet the provision did not bring any comments in letters from my correspondents until after it had become law. They wrote to me about the speed limit, about driving tests, about the "silence zones," and about almost every matter dealt with by the Bill except this. Yet now the Bill has become law it is this that seems to arouse the chief resentment. One correspondent goes to the length of saying that he will be unable, in the future, to make any of the "small but regular" gifts to charities that he has made in the past, now that he is being "openly robbed by the Government."

His is an astonishing outburst. He seems to think that the doctors are in some way responsible for the provision, and that he will be retaliating upon them by withholding gifts to hospitals. In fact, however, the doctors were not responsible for the provision. They were merely concerned to see that their services did not go unrewarded. And certainly the hospitals have nothing whatever to do with the matter. But when resentment boils up, as it is apt to do when injustice is committed, rational argument is of little avail.

The facts that the fee is a small one and that the motorist is often able to bear it without hardship is beside the point. So is the fact that the responsibility for the fee will be delegated to insurance companies. The Traffic Act, 1934, may have many claims to notoriety, but its greatest will surely be that it was the first Act of Parliament to legalise injustice.

1935 PROGRAMMES

Sobriety is the chief characteristic of the 1935 car programmes, so far as they have been announced up to the present. There are to be developments rather than innovations, and the car of to-morrow will be the car of to-day grown up, and not a new and troublesome infant which has been found—shall we say—under the gooseberry bush. For the purchaser who wishes to obtain with certainty the greatest possible value for money this cautious progress is admirable; but for the restless creature who is always crying for "new-born gawds" and who is impatient if his new motor-car does not carry with it new sensations in performance or handling qualities, it is disappointing.

I have a sympathy with both groups of users. Its maddening to pay for a vehicle of transport and to find it an instrument of obstruction; for it is better to travel slowly than never to arrive. But there is also a spiritual satisfaction in owning the "last word" in motor-cars, even if it is rather untrustworthy. One enjoys a reflected glory from the pioneers; one is helping to test new designs and to encourage progress.

CAR TO BE TRUSTED

Not much testing will be done by the buyers of 1935 models. These will all be cars in which every component has been

thoroughly tried and made as trustworthy as it is possible to make any kind of machinery. The Austin, Standard, and Rover programmes emphasise the trustworthy element. Austins have their new gear-box with synchromesh engagement for second, third and top; but the system has been thoroughly proved in use. The Austin cars are also rather changed in appearance, but otherwise they remain essentially the same cars that have gained the respect of so many owners in the past.

The Morris programme will presumably be based upon Lord Nuffield's new system of specialisation and should be of exceptional interest. Rovers have introduced an automatic chassis lubrication system which takes away from the driver even the duty, which remains with the ordinary centralised system, of occasionally depressing a pedal.

Little notice seems to have been taken of the reduction in tax, and there is no sign of a rush towards higher powers. There is, however, an extension of the plan adopted by some manufacturers in previous years, of offering alternative engines in the same model at the same price. This gives scope to the purchaser who is bent upon gaining immediately the full advantage of the reduced tax by obtaining increased performance.

It is too early yet to make any sort of general review of the 1935 cars, because some have not announced their programmes and the firms that have are believed to be retaining one or two things for the Olympia Show so that they will have something more to talk about then. But everything points to a year of development rather than innovation.

HEADLIGHT CONTROL

I am surprised to see an increase in the number of manufacturers who fit foot headlight dipping control. This form of control constitutes a discouragement to use the gears and may be excellent for the ordinary touring car, but is not well suited, as I think, to the sports car. The sports car driver often likes to change down for corners and bends, and in order to obtain better acceleration, and the moment for the change often coincides with the moment when the dipping of the headlights is necessary. The two things cannot be done at once when there is foot control of the headlights; but they can be done at once, or almost at once, when there is finger tip headlight control. I admit, however, that there are enormous numbers of drivers who like the foot control.

THE "GLORIA"

Only a small additional charge has been made to the price of the new cars as compared with those of last season with less power, speed and small engines. The 9.8 horse-power saloon Gloria, four cylinder, is listed at £235, the 10.8 new engine, four cylinder saloon, £258, and the Vitesse saloon £320.

All three of the successful Alpine Cup winning cars were on view to-day, still with their dust and numbers intact after their triumphant success, crossing the mountain passes of no fewer than six countries. They made a fine contrast to the highly polished coachwork of the new models, which are well equipped with many useful fittings.

MORE NEW
SEASON'S MODELSTriumph and Humber
Companies

Lieutenant-Colonel C. V. Holbrook, managing director of the Triumph Company, introduced the 1935 models of this motor manufacturing firm to an assembly of practical motorists, dealers, and distributors at the Priory-street works, Coventry.

"Our Triumph Gloria cars," he remarked, "of both four and six cylinder range, will have larger engines, as we feel that the 25 per cent. tax reduction coming into force on January 1, will create a demand for higher powered cars. At the same time the 1,088 c.c. cars of four cylinders will be available for purchasers who desire to keep their cars in the 1,100 c.c. class."

COMFORT AND CONVENIENCE

Fifteen different cars are now available. The four-cylinder models have engines of 1,232 c.c. capacity, rated at £111 up to December 31, and £85 on January 1. The six-cylinder cars now have a motor of 1,991 c.c. rating, £18 tax this year, and £12 next.

All the Triumph models for 1935 have built-in jacking systems, free-wheel, preselection gear change, and a telescopic steering column, which can instantly be adjusted for height. There are also fitted windscreen sprayers. All Triumph cars have four-speed gear-boxes with remote central control, and the new models have the optional free-wheel control near the gear change lever, in place of the dashboard, as in last season's models.

This year, also, the Triumph Company have produced a Vitesse

(Continued on Previous Col.)

MOTOR INDUSTRY'S
PROGRESSStandard Company's
New Models

"And she shall have music wherever she goes," runs the old nursery rhyme.

So will owners of the new twelve horse-power four-cylinder De Luxe Standard car, as a wireless receiving set is included in its price of £250.

The programme of the 1935 models of the Standard Motor Company was announced by Mr. Reginald Maudslay, the Chairman, to-day at a display to some 1,200 agents and retailers at the Canley Works, Coventry.

Feminine influence now predominates in the latest designs of motor-cars. Rightly so: as Women all drive to-day.

In the latest models of the Standard Company they are catered for by musical entertainment at will, easy to change gears, better safety control by automatic signals, and lighter effort required in steering and using the pedals for brakes and clutch. Even the Standard speed models are as easily handled by a girl as by a man.

INCREASED COMFORT

The new streamlined two-door saloon on the Speed ten horse-power chassis caters for both sexes as patrons of sports cars.

Prices of all the new models are slightly increased by £3 to £10, as compared with those of the past season. But, as extra equipment is provided which more than compensates for this rise in the cost of the nine, ten, twelve, sixteen, and twenty horse-power cars, no one will complain of not obtaining good value for the cash expended.

Coachwork and the personal comfort of the user have been improved in various ways on these new Standards. Permanent jacks fitted on the larger models four-speed synchromesh gear changing with silent double heli-

cal gears, and optional free wheel or self-changing pre-selective gears at choice, make wheel changing and driving simpler than ever.

One can buy the new Standard saloon cars from £145 for the Nippy Nine, up to £395 for the seven-seater six-cylinder saloon de Luxe twenty, with a very wide choice of horse-powers and coachwork styles within these two limits.

GROWING PRODUCTION

Judging by the comments of the dealers, selling the new Standard cars will be easy business in the coming year, following the past successful twelve months, when no fewer than 22,000 cars made by this factory were bought by the public. This is a record production for the company.

The Chairman, in his speech welcoming the visitors, stated that their policy was to build a really good car in each class and not the cheapest. They also aimed at seeing that these cars were built to suit the public demand, and at providing an efficient service organisation through Standard dealers for the benefit of Standard private owners. He was glad to say that their cars were now running in every quarter of the globe.

Capt. John P. Black, the managing director, replying to the toast of "The Company," proposed by Major Ronald Maude, of the Car Mart, informed the assembly that they had sold 4,000 more cars in the year, and actually made and sold 15,000 cars in six months. With the extensions and additions recently made to the works, and new plant, they anticipated being able to materially increase their efforts to give the public good cars at moderate cost.

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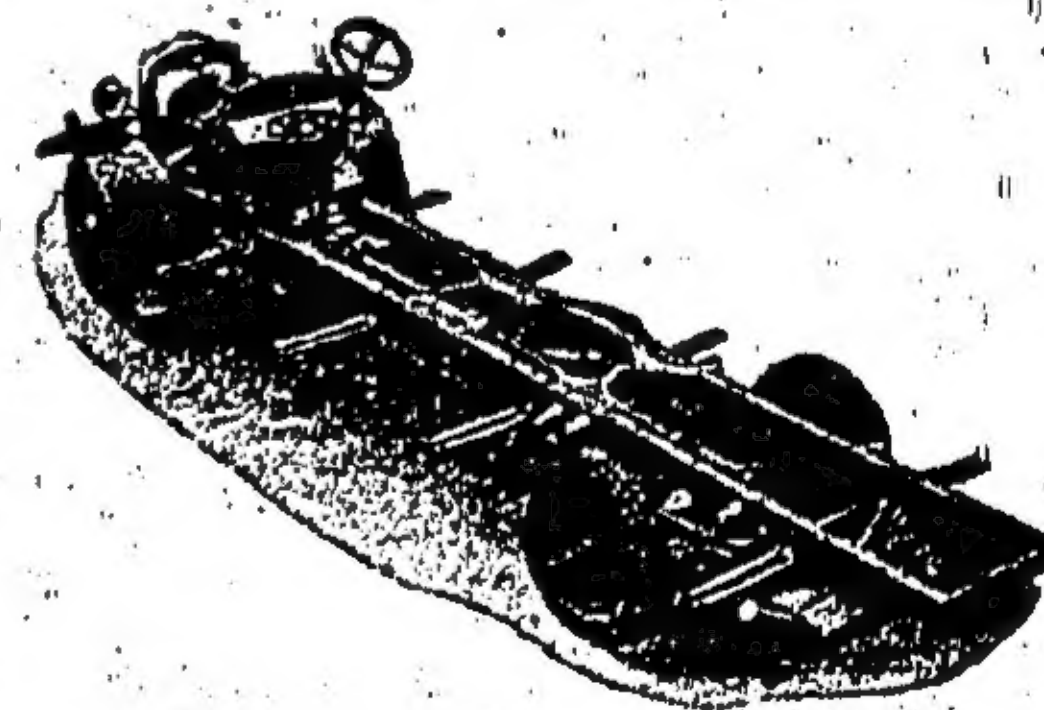
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COACHES & OMNIBUSES

MOTOR VEHICLES

DIESEL OR PETROL

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GRAND LODGE OF ENGLAND

Meeting At Newcastle

(Special Air Mail Service)

London, Sept. 7.
There was a large gathering of Freemasons last night in Newcastle, when, at the invitation of the Province of Northumberland, the quarterly communication of the Grand Lodge of England was held in the City Hall. More than 2,300 members were present.

Lord Amptill, Pro Grand Master, presided, and others present included: Lord Cornwallis, Deputy Grand Master; Lord Courtown, Senior Warden; Colonel W. F. Wyllie (Provincial Grand Master for Warwickshire); Junior Warden, Sir Thomas Hughes, K.C.; Grand Registrar, Mr. J. Russell McLaren, President of the Board of General Purposes; Sir P. Colville Smith, Grand Secretary; Sir Kynaston Studd (Provincial Grand Master for Cambridgeshire); President of the Board of Benevolence, and Mr. C. E. I. Nicholl, Grand Director of Ceremonies.

After the formal opening Lord Amptill welcomed as a distinguished visitor Mr. W. Moseley, Brown, Grand Master of the Grand Lodge of Virginia, U.S.A., who, he said, had postponed his departure for the United States to be present at the meeting.

Mr. Moseley, in response, said he was glad to be present, for they in America had done their best to carry on the great Masonic work started in England. He thanked them all for the warm welcome given to him all over England.

Later the following delegation from the Grand Lodge of Scotland was received: Lord Saltoun, Grand Master Mason of Scotland; Mr. Joseph Inglis, Past Substitute Grand Master; Mr. Thomas G. Winning, Grand Secretary; and Mr. J. S. M. Grieve, Grand Director of Ceremonies.

Lord Amptill welcomed the delegates, and Lord Saltoun, responding, said he hoped Lord Amptill would in due course convey to the Grand Master, the Duke of Connaught, the deep and fraternal feeling the affection in which he was held by all Scottish Masons.

Sir Kynaston Studd nominated as Grand Treasurer Brother Edward Lambert Gowing, who is senior partner of the Stock Exchange firm of Mullens, Marshall and Co.

The Grand Lodge of Bolivia was accorded recognition, the Board of General Purposes being satisfied as to the manner of its formation and the basis of its constitution. An address of loyalty and welcome was read by Sir Cecil Alperston, Provincial Grand Master for Northumberland, on behalf of the Provincial Grand Lodge.

After Grand Lodge a large number of the brethren dined at the Old Assembly Rooms, Westgate Road, under the chairmanship of Lord Amptill.

THE COMING CONGRESS

Plenary Session Unnecessary

(From Our Special Correspondent)

Canton, Sept. 23.
The Central Authorities in Nanking announced last night that there will be no meeting of the fifth plenary session of the Kuomintang C.E.C. prior to the calling of the Fifth National Congress at the capital on November 12.

Follow a conference between General Chiang Kai Shek, Mr. Wang Ching Wei, and Mr. Sun at Kuling on September 18, the publicity office of the Central Kuomintang Headquarters at Nanking stated that the proposed convocation of the fifth plenary session is unnecessary. It is understood that major questions to be passed by the Fifth National Congress have been prepared at the Kuling meeting.

Messrs. Wang Ching Wei and Sun Fo, according to Nanking reports, are of the same opinion concerning National problems and in their attitude towards the South-west (Canton).

All delegates to the Fifth National Congress have been elected and will reach Nanking early in November. All of them are sharing the views of the Central Authorities. This means that a quorum is well assured and that all the motions will be swiftly adopted.

It is not known whether Canton will send any representatives. In any event, a big gathering at Nanking is quite certain.

CROWN AND SCEPTRE

Taken To Nuremberg

(Special Air Mail Service)

London, Sept. 7.
Enthusiastic followers of Herr Hitler have taken steps to create him Emperor of the "Holy German Empire." I learned to-day, writes a correspondent.

These followers are responsible for sending a crown and sceptre of the Holy Roman Empire to Nuremberg from Aachen (Aix-la-Chapelle) for the Nazi Party Congress, which is now in progress. The removal was publicly announced as due to the fact that the original crown and sceptre were confided to Nuremberg in 1924.

The crown and sceptre, which have now been deposited in the Rathaus (town hall), at Nuremberg, are authentic copies of the symbols which were taken to Vienna for safe-keeping during the Napoleonic wars. The originals are still in Vienna.

In A Long Line

The proposal, I am informed, is that Herr Hitler assume in name, as in fact, the Imperial title over the German States—not as successor to Wilhelm II., but as the continuation of a long line of Germanic Emperors.

Herr Hitler, I learned, has told his enthusiastic followers that he already possesses spiritual leadership over the "Heilige Deutsche Reich" ("Holy German Nation"), and as that command is vested in him, there is no need for a revival of the ancient formalities, such as his followers propose.

The fact remains, nevertheless, that the Imperial insignia are actually in Nuremberg—and have been brought there to be offered to Herr Hitler.

The Holy Roman Empire

The ancient Holy Roman Empire from 1558 to 1806 meant a loose confederation of the different princes of Germany under the presidency of the house of Habsburg. It was overthrown by the French Revolution.

Francis II., to defeat the ambitions of Napoleon, who planned to annex the title, resigned the Imperial dignity in 1806 and ended the empire.

GORING PASSED OVER

May Be Made Vice Deputy Leader

(Special Air Mail Service)

London, Sept. 7.
From reliable sources I learn that the long-debated question of who is to be appointed as Herr Hitler's Deputy Chancellor-President has been settled, writes a correspondent. I was informed that Herr Rudolf Hess has been selected for the multiple office.

Herr Hitler, I understand, made his choice some weeks ago. It was achieved at the preliminary meeting of Nazi party chiefs at Berchtesgaden several days before the Conference opened.

I learn, however, that no announcement of the appointment will be made public during the Conference, but on some other occasion after a meeting of the Cabinet.

There is some possibility that a second office—that of Vice-Deputy Leader—will be created. General Goring is to be offered this. There is considerable doubt, however, whether he will accept the post.

Having been passed over for the office of Deputy Leader, which it is rumoured he strongly coveted, there is a strong feeling that the General will refuse to accept the minor role.

Post Of Vice-Chancellor To Go.
The office of Vice-Chancellor, which Herr von Papen held until his appointment as Minister Plenipotentiary to Austria, is to fall into disuse. The new post of Deputy-Deputy Leader will combine the functions of Vice-Chancellor, Vice-President and Deputy-Deputy Leader of the Nazi party.

There is no likelihood in the immediate future for the appointment of a new Commander-in-Chief. Herr Hitler, it seems, wishes to retain this office for himself.

MAY WED YET

Japanese and Scottish

(Special Air Mail Service)

London, Sept. 7.
An official of the Japanese Embassy in London told a reporter yesterday that the marriage between a young attaché at the Embassy and a Scottish girl had not been forbidden.

"It is merely that the Foreign Minister of Japan has withheld his permission and that the matter is under consideration," he said.

The young attaché is Mr. Toshio Katsube. He is engaged to Miss Lillias Green, a Glasgow singer.

The Embassy official added that the Japanese service regulations are similar to those of other countries in that the permission of the Foreign Minister is necessary before any member of the foreign staff marries.

"A circular has recently been issued by the Foreign Office calling attention to the inadvisability of marriage with foreigners," he added.

When some time ago Mr. Katsube was informed that permission to marry was being withheld he and Miss Green left London for Tokio. He hoped then to get the necessary permission.

Mother's Consent

Before he left he said—"If I married without permission I would lose my job. There is nothing definite yet, but I am hoping very strongly."

Mr. Katsube added that he hoped his mother would give her consent to the marriage. According to Japanese law he could not get married without parental consent until he was 30 years of age. He is now 28.

Since he returned to Japan it has been reported that Mr. Katsube has been given a post in Tokio.

It had originally been arranged that the wedding would take place at St. Columba's Church, Port Street, London.



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THE BIG LAUGH
SHOW!
THE POOR RICH
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EDWARD EVERETT
HORTON-EDNA MAY
OLIVER.
UNIVERSAL PICTURE.

AT THE KING'S

"She Learned About Sailors"

Lew Ayres played the banjo for a living long before he became a film luminary but he picked the right town to play it in. Working in many orchestras in Hollywood and Los Angeles, he soon got to dance before his rhythmic pickings, and took inspiration from them at first hand.

He decided that it would be impossible to play at night and then hunt for work during the day. So he saved up his earnings until he had about \$1,000 in clear cash. Then he quit the orchestras and went after the studios.

His cash dwindled to nothing, then he pawned his banjo and many other possessions and was practically starved when he landed his first screen job.

The picture is now playing at the King's Theatre.

FINAL SHOWINGS TO-DAY AT 2.30, 5.10, 7.15 & 9.30 P.M.

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SHE LEARNED ABOUT SAILORS

and

LEW AYRES ALICE FAYE HARRY GREEN Frank MITCHELL and Jack DURANT

Produced by JOHN STONE
Directed by GEORGE MARSHALL
Based on a story by Randolph H. Foye

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TO-MORROW

HOLD THAT GIRL!

JAMES DUNN
CLAIRE TREVOR

Directed by Hamilton MacFadden
An original screen play by Dudley Nichols and Lamar Trotti

TO-DAY AT THE CINEMA

HONG KONG

KING'S:—"She Learned About Sailors"

QUEEN'S:—"Tarzan And His Mate"

CENTRAL:—"The Love Of Fairyland" (Chinese Picture)

ORIENTAL:—"Duck Soup"

KOWLOON

ALHAMBRA:—"Wonder Bar"

MAJESTIC:—"The Way To Love"

Coming

KING'S:—"Hold That Girl"

ORIENTAL:—"Heritage of the Desert"

NAVAL AND R.A.F. OFFICERS

Consolidated Pay Rates

(Special Air Mail Service)

London, Sept. 7.

The announcement of the consolidation and stabilization of the pay of Army officers has been followed by similar announcements with reference to the pay of officers of the Royal Navy and Royal Marines and of Royal Air Force officers. In each of the Services, however, the present rates will continue to be paid "until the state of the national finances permits of the issue of the new consolidated rates in full."

The following statement was issued by the Admiralty yesterday:

In 1919 standard rates of pay, which were liable to revision in relation to fluctuations in the cost of living, were introduced for all officers; the current rates which have been payable since July 1, 1934, when a partial restoration of the 1931 "cuts" in pay was made throughout the public service, represent a reduction of 10 per cent. from the standard rates.

In an Admiralty Fleet Order issued on August 30 it is announced that the Government have decided that the remuneration of officers of the Royal Navy and Royal Marines should now be consolidated at 91 per cent. below the standard rates.

Until, however, the state of the national finances permits of the new consolidated rates in full, they will be subject to an abatement, and in common with officers of the other defence forces and the Civil Service, officers of the Royal Navy and Royal Marines will continue to be paid at the rates at present in force until further notice.

The new consolidated rates correspond to a cost-of-living index figure of 55, which is the same as that on which the remuneration of the Civil Service was consolidated in July last.

Royal Air Force

The Air Ministry's announcement is as follows:

The practice hitherto in force in regulating the rates of full pay, half pay, and retired pay in the Royal Air Force has been that the standard rates, which were introduced in 1919, should be reduced to variations in the cost of living.

It is notified in Air Ministry Order A.218/1934, dated August 30, 1934, that H.M. Government have decided that in future the remuneration of officers shall be consolidated. The approved consolidated rates represent a reduction of 91 per cent. below the "standard" rates fixed in 1919. This corresponds to a cost-of-living figure of 55, as for Civil servants.

Until, however, the state of the public finances permits of the new consolidated rates in full, the present current rates, which represent a reduction of 10 per cent. below "standard" rates, will continue in force.

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HE'S A LOVER OF PAREE!



MAURICE CHEVALIER

THE WAY TO LOVE

ANN D'YORK

INDIAN FERRY BOAT TRAGEDY

(Special to "Hong Kong Daily Press")

(By Telegraph. Copyright, Telegraphic Messages Ordinance, 1934. Received, September 24, 7.30 p.m.)

Bombay, Sept. 24.

One hundred and twenty-five persons are feared to have been drowned when an overloaded ferry boat capsized on the Krishna River, near Manjeri in the Malabar district.

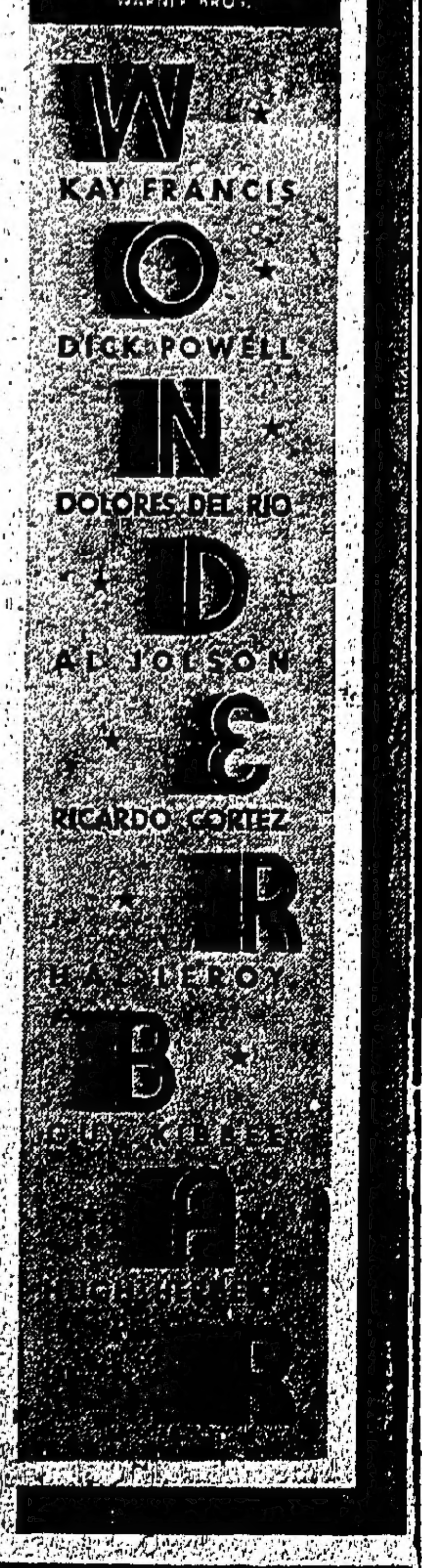
The boat, whose capacity was one hundred passengers, had taken upwards of two hundred, of whom the majority perished when the vessel suddenly turned turtle in the river's swift currents—Transocean Kuo Min.

ALHAMBRA THEATRE

NATHAN ROAD, KOWLOON

SHOWING TO-DAY

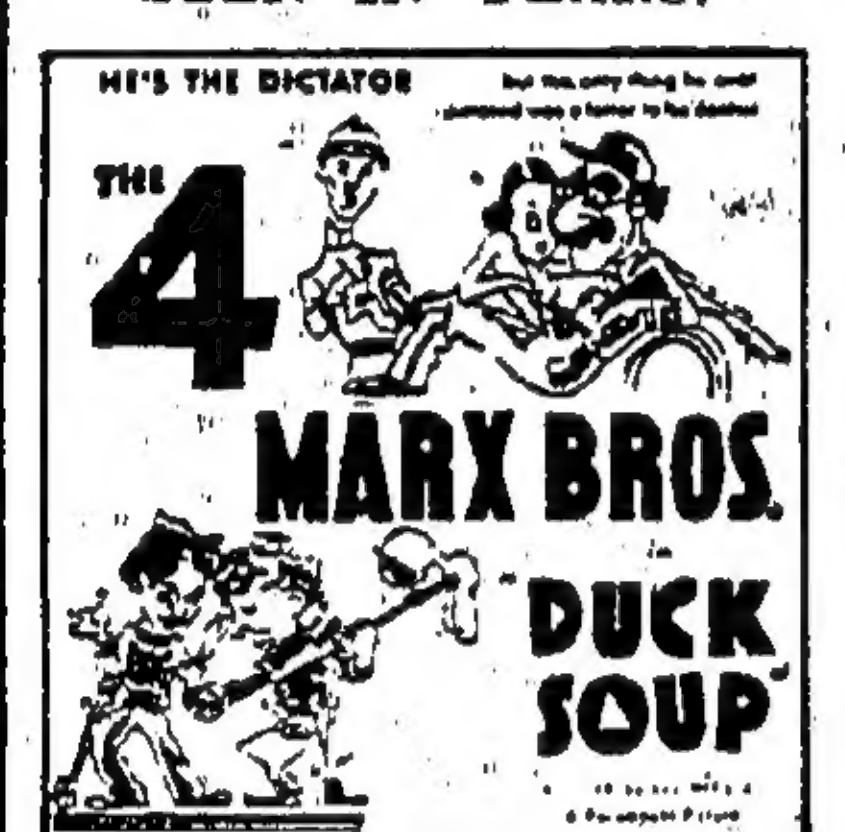
THE SHOW OF 10,000 WONDERS!



ORIENTAL THEATRE

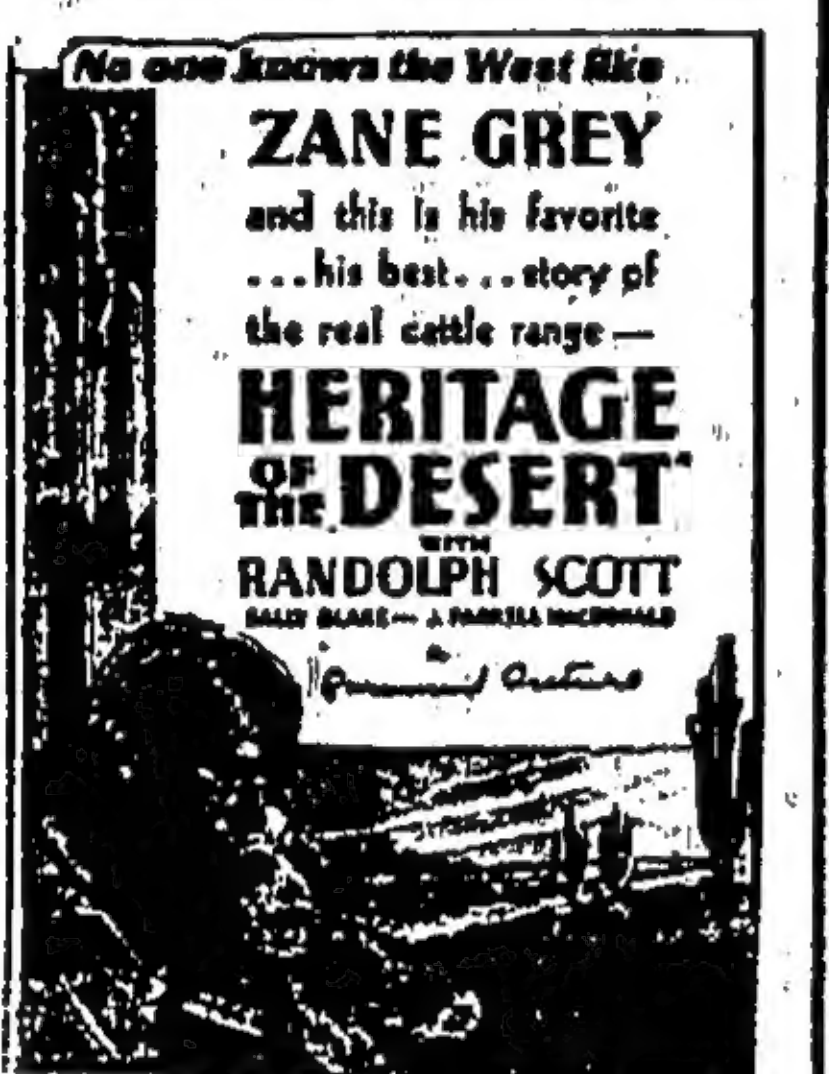
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MUSIC AND BIG
SPECTACULAR DANCES

TO-MORROW & THURSDAY
ONE THRILL AFTER ANOTHER IN THE
GREATEST OF ALL
WESTERN ROMANCES.



A BRILLIANT BRAEMAR

Princess Margaret's First Visit

(Special Air Mail Service)

Braemar, Sept. 7.
Princess Margaret, Rose was perhaps the most interested spectator at the Braemar gathering today. It was her first visit to these Highland games.

Princess Elizabeth, a more experienced spectator, could be seen pointing out different features of interest to her little sister, who plied her with questions.

With two other little girls the young Princesses sat on the steps of the Royal Pavilion, Princess Elizabeth in sylvan green coat and hat and Princess Margaret in rose-colour. Behind them, in the Pavilion itself, were the Queen, the Duchess of York and the Duke, who was in full Highland dress, and Prince and Princess Arthur of Connaught.

The Royal visitors received a great greeting as they drove into and round the Princess Royal Park. Crowds stood on the tops of cars and charabancs to wave their welcome as the Royal carriages passed.

The Highland dances fascinated the little Princesses. Their feet caught the rhythm of the steps and their hands beat time to the lilt of the music.

THE ORIENTAL

Heritage of the Desert

A Zane Grey picture means adventure, exciting action and the old West brought alive on the screen. It means scenery of incredible beauty and a story of frontier days. And "Heritage of the Desert" which will be shown at the Oriental Theatre on Wednesday and Thursday is not only a Zane Grey picture. It is an exceptionally fine Zane Grey picture.

The film is interesting also because it serves to introduce Randolph Scott, a tall, handsome young newcomer, who brings to the role of Jack Hare unusual charm and promising ability. He looks like a new player who has come to stay for a long time.

Tossing the caber brought an almost frightened wonder to Princess Margaret's eyes. She gasped as the 15ft. long tree trunk was shot into the air by the brawny Highlanders—to fall with a terrific thud.

But the march-past of the Balmoral, the Duff and the Invercauld Highlanders was a great joy. The Balmorals, in their familiar Royal Stewart tartan, with their Lochaber axes, the Duff's pikes, and the Invercaulds' claymores, were all eagerly pointed out to Princess Margaret by Princess Elizabeth, and the thrilling strains of their pipe marches brought the sisters to their feet with eagerness.

MURDER IN THE PRIVATE CAR

At The Queen's Theatre

Secret panels, sliding doors, invisible microphones and disappearing rooms—tricks of legederman that would make Houdini look like an amateur come to the screen in "Murder in the Private Car." Metro-Goldwyn-Mayer's comedy-mystery thriller Thursday's attraction at the Queen's Theatre.

Charlie Ruggles, Uma Merkel, Russell Hardie, Porter Hall, Willard Robertson, Bertin Churchill and others are in the featured cast.

Into one set, the last car on a transcontinental limited train, studio technicians incorporated every known trick of magic. The effects are used for surprise entrances and exits of giant gorillas, mysterious assassins and others who add to the nerve-tingling aspects of the picture.

There were three separate places in the car in which a human being could be made to vanish in the twinkling of an eye. There were no less than nine invisible panels concealing secret alcoves large enough to hide a human body. Electrical wizards installed switches so delicate that all lights could be extinguished by passing the hand in front of a concealed control board. Bells rang when invisible light rays were broken by the passage of a human body.

And to cap the amazing devices installed for purposes of comedy and thrills, the car had secret panels that rolled down at the pressure of a button, enclosing the occupants in a rolling coffin!

The set was one of the most remarkable ever built for pictures, and attracted the admiration of all studio technicians.

"HOLD THAT GIRL"

Claire Trevor's Wardrobe

Claire Trevor so liked the wardrobe designed by Royer for her role in the Fox Film production, "Hold That Girl" that the studio presented it to her as a gift.

An interesting outfit is a little coat and dress combination. The smart coat is swaggy length, of rough tweed in a grey and green mixture. The coat has a Johnny collar (loose, jaunty standing up in back without lapels); the sleeves are cut quite full and brought in at the wrist with a small turnback cuff. Under the

coat is a grey Botany flannel waistcoat buttoned down the centre with grey covered buttons and buttonholes bound in green suede. The belt that holds the waistcoat in is green suede with a silver buckle. The waistcoat is cut with small points front and short peplum over the hips. The skirt, of a greygreen tweed mixture, is combined with a blouse of pale grey crepe which has a man's crepe tie that matches the green suede of the belt. Green crepe Ascot tie is worn around the throat when the coat is closed, to give a more completely smart effect.

While the suit answers the need for a boat trip or for motoring, it also has a definite service in being feminine as well as sporty and dashing in appearance.

To complete the ensemble, Miss Trevor wears a green suede hat, with a small brim turned up on one side, green suede shoes and bag, and grey gloves.

"Hold That Girl" in which she plays the leading role opposite James Dunn, comes on Wednesday to the King's Theatre.

LAST TWO DAYS

EVILS

At 2.30, 5.10, 7.20 & 9.30

TARZAN AND HIS MATE

THRILL A MINUTE



Tarzan... mighty monarch of the jungle... returns to battle for his bride in the greatest thrill drama of all time

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Crown Bulk (in return- able drums)		3.30
Cross	New Tins	3.74
Cross Bulk (in return- able drums)		3.04
Lamp; Glass and Rising Sun	New Tins	3.93
Silver Light	Cases	4.43

JUDGMENT RESERVED IN PEAK PARTY SUMMONS

OBJECTIONS TO PIANO PLAYING IN THE AFTERNOON

"ABSENCE OF THE REAL COMPLAINANT"

More Tolerance Shown In Kowloon

The interest manifested by the public at the first hearing of the case in which Messrs. G. W. Sewell, A. L. Sullivan and H. C. Meekie were summoned for allegedly committing a nuisance at 286, The Peak at 12.45 a.m. on August 31, by making or permitting a noise calculated to disturb or interfere with public tranquillity, was again in evidence yesterday afternoon when the hearing was resumed before Mr. E. W. Hamilton at Central Magistracy.

Among the witnesses called for the defence were three ladies, Mesdames Berg, Gray and Langston, the last named making a statement to the effect that she had once received a complaint regarding piano-playing on the Peak in the afternoon.

Messrs. A. L. Sullivan and H. C. Meekie were also in the witness-box, and in the course of his closing address, Mr. D. Brittain Evans said "If you convict in this case, then the jury messes must go and live in Kowloon forthwith. In Kowloon I believe, there is more tolerance than has been shown in this particular case. I submit that it has been brought by the Police under pressure, and in the absence of the real complainant who appears to me to be sheltering behind the screen of public tranquillity, I suggest that this case should be dismissed."

Court Crowded With Spectators

Mrs. Sverre Berg of 50 The Peak, said that on the night of August 31 she went with her husband to a party at 286, The Peak, at which defendants and Dr. and Mrs. J. M. Gray were present. Dinner was started at 9.30 and prior to that they had been sitting on the verandah. No songs were sung before dinner which was finished at about 10.30. After dinner she left the dining room and went into the drawing room. From where she was heard singing in the dining room.

Mr. Evans: Did the volume of sound strike you as excessive?

Mrs. Berg: No.

Continuing, Mrs. Berg said that she was later joined in the drawing room by Mr. Sewell who put on the wireless. She could hear the singing in the next room while the wireless was going on. When the other male members came into the room songs were sung. They all joined in, and this went on until about 11.15. They had not been singing continuously, but Mr. Sewell gave his impersonation of a sing-song girl.

Mr. Evans: Was it entertaining?

Mrs. Berg: I found it very entertaining.

His Worship (to Mr. Evans): Is that relevant?

Mr. Evans: Yes, because here is a man trying to entertain his guests.

His Worship: But does it affect the case?

Mr. Evans: Yes, Absolutely.

THE "TOM-TOM" FOLLOWS

Continuing her evidence, Mrs. Berg said that after Mr. Sewell had given the impersonation of a Chinese sing-song girl, Dr. Gray gave the "tom-tom." She did not think the noise was excessive. At 11.30 they adjourned to the verandah, where they played a game of cards. They did sing quite a number of songs after the game was started. There were shouts and cheers at intervals—when a member of the party had a good hand, but it did not strike her as being excessively noisy.

Mrs. Berg then went on to say: Shortly after the game was started, Inspector Kirby arrived. Mr. Sewell brought him in and said that Inspector Kirby had received a telephone message from Mr. King. Inspector Kirby said, I was told to come and investigate where all this noise is coming from. He was then introduced to us all, and sat down. We were all rather surprised that Mr. King could hear us as he lives such a long way. Inspector Kirby said he thought it was really Lady Southern who was complaining. I definitely heard him say so. I asked him if he thought we were very noisy and he said that he had been waiting outside for twenty minutes before ringing the bell and he heard no noise—really to be complained about. After he left there was no further noise.

"RECEIVED WITH CHEERS"

Mr. Evans: What was your attitude towards this visit?

Mrs. Berg: We were all very surprised and I was frightened. I didn't quite know what it meant.

About what time did you finish the party?—I should say we left the house between 1.30 a.m. and 1.35 a.m.

You think you made any excessive noise when leaving?—No.

Did you hear the name of Sir Thomas Southern shouted out?—No. Not at all. I am quite sure about it.

I think this is not the first party you have been to on the Peak?—No.

Did it strike you as an unreasonable noisy party compared to what you have been?—No.

While you were on the verandah playing cards were there occasional shouts other than those cheers when you had a successful hand?—Yes. We shouted "We want 'Boy'" on two or three occasions.

Cross-examined by Mr. Holmes, witness said that the impersonation of a Chinese sing-song girl by Mr. Sewell was received with cheers.

Mr. Holmes: While you were out in the verandah when the boy was wanted, did you shout so that he could hear you anywhere?

Mrs. Berg: We shouted loud so that he could hear us if he had been in the kitchen.

And even if he had been asleep would it have been loud enough to wake him up?—No. I don't think it would have awakened him if he had been asleep.

Inspector Kirby said that after he had left the house he remained fairly close and he mentioned that some song which "s about 'Daisy' was sung. Is that correct?—I am quite sure no songs were sung after he left.

INSPECTOR'S VISIT A DAMPER

He says that now and again there were loud cheers as if somebody had a successful hand, is it correct?—Yes. There were cheers but they were not as loud as those before his arrival.

Was there a concerted shout about "we want somebody" at all?—We did shout "we want 'Boy'". I am sure that there was no shouting of "We Want Southern."

You said you were frightened. Did that affect the whole party?—Oh, yes.

Is it possible that your hosts tried, so to speak to restore the "swing." How did the party react to the visit of Inspector Kirby?—We all actually thought it rather funny and were rather surprised that the police officer should pay us a visit.

Did you resent that?—No.

Could you see any signs from anyone as to how they took it?—Yes, perhaps somebody in the party resented it, naturally.

Did his visit act as more or less a "damper" to the party?—Yes. Definitely.

Did Mr. Sewell attempt to restore the "swing"?—No.

I think you will agree that it would be natural to try?—Yes. But they did not on this occasion.

But you yourself as a hostess would try?—I myself would not try if a policeman came to my house.

After the Inspector had left, was the card game carried on just in the same way as before?—Cheers were not as loud as before.

Was it after midnight that you shouted together "We want 'Boy'"?

—Yes.

Was Lady Southern mentioned at all?—Yes. How was Lady Southern first mentioned?—By Inspector Kirby.

Was he the first to suggest it?—Yes. No one else suggested it.

Can you say whether the party as far as you can see, and yourself included, considered that in some way Lady Southern was responsible for sending Inspector Kirby?—Yes.

In reply to Mr. Hamilton, Mrs. Berg said that the windows in the verandah were open as it was a very hot night. Those who said that they heard shouts of "We Want Southern" were not telling the truth.

"CHEERS AND JOY"

Mrs. Leonard Gray, wife of Dr. J. M. Gray, Medical Officer of Health, and of 513 The Peak was then called. On the instructions of his Worship, Mrs. Gray was given a chair in the witness box as it was stated that she had just come out of hospital. Witness told the Court that the noise was not "rowdy" and they sang for about half an hour in the course of which Mr. Sewell gave his Chinese "stunt." They then went to the verandah and started to play cards. There was no singing but cheers. They were playing "21" and when some one turned up "natural" there were cheers and joy.

His Worship: That is the first intelligent explanation we have had of the cheers and turns of the game.

Inspector Kirby arrived at about 12 o'clock and he said that he had come to stop the noise and that he was sent by Mr. King. She did not recollect any further conversation. While the Inspector was there, there was a great reduction in the noise. There was no noise after he had left and she did not hear any shouts about Sir Thomas Southern. The party, she thought, was reasonable.

Cross-examined by Mr. Holmes, witness said that she was surprised to hear that Mr. J. B. Ross was living about 100 yards away, was aroused by the noise on four occasions. She was also surprised that Mr. T. H. King who was living 500 yards away should have heard the noise.

Mr. Holmes: My case is this. Shouts at intervals, that is to say occasional shouts are calculated to disturb. Was not the nature of the noise that was going on something of that sort—a lull and then a burst of noise?—Yes.

Did you hear any concerted shout of something?—Yes. We shouted together "We want 'Boy'". I think about twice.

Within your memory was the name of Sir Thomas Southern called by anyone at the party?—No.

Including Inspector Kirby?—Yes.

Mr. Hamilton: Did you think the two shouts, "We want Southern" and "We want 'Boy'", could have been mistaken?

Mrs. Gray: No.

At least two police officers have said in evidence that they heard shouts of "We want Southern," do you say they were not telling the truth?—Yes. I did not hear "We want Southern."

PIANO PLAY IN AFTERNOON

Mrs. Dorothy Langston, of 287 The Peak which is thirty feet away from defendants' house, said that she went to bed at 9.45 on the night in question. She was not disturbed at all.

Mr. Evans: Have you had any complaints about noise in your house?—Yes, once.

Was that through the police?—No. Not by the police but by Lady Southern. Just for piano playing in the afternoon.

Cross-examined by Mr. Holmes, witness said that she was not awakened at midnight.

In answer to his Worship, Mrs. Langston said that she had never heard of any noise from defendants' house.

WITNESSES NOT CALLED

His Worship then enquired of Mr. Evans if he was going to call Mr. Berg and Dr. Gray, the other members of the party. Mr. Evans replied that he was not.

His Worship: It seems rather curious that you have them on subpoena and then refuse to call them.

Mr. Evans: It is not essential that I should call them. If I am not calling them I am not forced to.

Mr. Arthur Leslie Sullivan, one of the defendants, was then called. He said that no songs were sung at dinner, but after. At one time or other all the men joined in these songs.

Mr. Evans: In your opinion was the noise excessive?—No. We sang close harmony with quartet.

Was there any noise while you were playing cards?—Beyond the usual laughter and conversation, no.

Were there any cheers or shouts?—Yes. When somebody had a "natural" possibly there was a certain amount of jubilation.

Before Inspector Kirby arrived did it strike you that you were making a frightful noise?—No. It certainly did not.

Can you remember what Inspector Kirby said, when he arrived?—I cannot remember exactly his words naturally. He said to the effect that he came on the instructions of Mr. King to stop the noise and I also understood him to infer that the original complaint was either from Lady or Sir Thomas Southern.

CAN'T GAUGE NOISE

Was the noise louder when Inspector Kirby was there than before he came?—There was possibly a reduction of noise. I don't know how to gauge noise.

After he left what was your opinion of the noise? The ladies were naturally rather disturbed by this visit of Inspector Kirby and the party was definitely a little what I may call subdued.

Were there any choruses after he left?—No.

Were there any cheers?—Yes. There was a certain amount of jubilation even then when somebody got a successful hand.

Do you remember anybody shouting out "We want Southern"?—Yes, but I don't know who he was.

When was that?—I have an impression that it was almost immediately after Inspector Kirby arrived.

Was that shouted out?—In a very moderate tone of voice. It was not a roar. I would certainly not say it was a shout. It was said in a fairly high tone.

Between 12 o'clock and a quarter to two, was the noise in your opinion more than it had been between 10.30 and 11.30?—I should say it was definitely less.

Mr. Holmes: You were asked about the noise and you said "beyond the usual laughter and conversation, no," was that the only noise?—Yes.

WHAT IS JUBILATION?

And then I think you went on to say "it was possible there was a certain amount of jubilation." But when asked if there was any chorus singing, you gave the same answer. Do you think it is a fair answer?—I think it is fair inasmuch as comparing the noise of this party with the usual party of a similar nature. There is always a certain amount of noise apart from ordinary conversation.

But at any rate your answer did not include the subsequent jubilation which in turn became cheers, did it?—Did I say cheers? If I had said so I am sorry but the difference between cheers and jubilation is not very much.

What I say is that your answer is not a proper and full one. Well, jubilation is laughter, is it not?

If there was a card game and when somebody got a good hand and there was a cheer would you call that laughter?—No. I would class that as jubilation.

You said there was a moderate shout not a roar?—Yes.

And almost immediately afterwards you said not shout but a fairly high tone?—May I mention that it is rather difficult to graduate the volume of sound.

A LEGITIMATE COMPLAINT

Was there any shout at all at your party?—May I say that if I shout at the top of my voice it might be heard in Kowloon and it might not be heard in the corresponding distance, how can I say the volume of sound.

You mean even if your voice reaches Kowloon it is not a shout?—Certainly it is a considerable shout.

And you think that if you had shouted at the top of your voice people in Kowloon might have heard you?—That would have been a legitimate complaint (laughter).

If you really let yourself go, you will be heard in Kowloon?—That is an exaggeration, naturally.

But when you like to shout, you really can, do you mean that?—Yes.

"WHOOFS" OR "WHOOPEE"

The evidence as you have heard I think is that at intervals of 8 or 10 minutes, while the card game was going on there was a shout or jubilation, do you agree that is about right?—I cannot say more than that it is possibly correct.

The purpose of your evidence is to try and give an indication to his Worship?—Exactly.

If you had to give a description in a few words as to the type of sound how would you give it?—Well, presumably something like "whoops" or "whoopie," that is as near as I can get to it.

Does it surprise you that the noise coming from your house woke Mr. Ross?—Looking back on it and having naturally considered the whole thing after this case I now realise that sound does travel across the valley very considerably. I was surprised that Mr. Ross had lodged a complaint as I was surprised that Mr. King had done the same.

The visit of Inspector Kirby caused the ladies, at any rate, to be a little subdued?—Yes.

Would it be reasonable that you, as a host, should try and restore their feelings again?—Not particularly.

Do you think the party took the visit quite pleasantly, without resentment?—I resented, but without showing any signs of rage or anger.

You did not notice any signs from Mr. Mr. Sewell?—No. I was dealing a game of cards at the time.

"WE WANT SOUTHERN"

Am I right in saying that Mr. Sewell has said that he and the whole party resented it?—Resented is different from evincing resentment.

Did you hear a concerted shout of "We want 'Boy'"?—I cannot say I did.

His Worship: I think in this case we should have an official stenographer, by the pace the cross-examination is going.

In reply to a further question from Mr. Holmes, witness said that the party was definitely kept cheerful after the visit of the Inspector but at a lower level than it was before.

Mr. Holmes: Coming to the shout of "We want 'Boy'", did you at any time hear a concerted shout of shout by anybody, or even at a fairly high tone?—I have already said I heard a shout of "We Want Southern."

Did you hear the shout "We want 'Boy'"?—No. I cannot say that.

In reply to his Worship, Mr. Sullivan said that up to the time of the visit of Inspector Kirby he still considered the noise to be normal but after his visit the party definitely reduced the volume of sound in order not to annoy people.

NO RECOLLECTION

Mr. Hugh Craigh Meekie, the other defendant, stated, that he did not recollect hearing the shout "We want Southern," nor did he remember any shout of "We want 'Boy'." There were, however, several calls of "Boy." The "Boys" quarters were at the rear of the house, about half way down its length.

Mr. Evans: When Inspector Kirby arrived, can you tell me what was said?

Mr. Meekie: I cannot give you the exact words, but I understood that Inspector Kirby was invited to the house by Mr. Sewell and he (the Inspector) said that he was instructed, by Mr. King, who had received a complaint, to stop the noise. He also understood from Inspector Kirby that he either thought or supposed that it was Lady Southern who had made the complaint to Mr. King.

What effect had Inspector Kirby's visit on the party?—The guests were somewhat staggered.

(Continued on Page 16)

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THE HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the Eighth Extra Race Meeting, to be held on **SATURDAY, the 6th and WEDNESDAY, the 10th OCTOBER, 1934** (weather permitting), may be obtained at the Secretary's Office, Gloucester Building, The Club House, Happy Valley, the Hong Kong Club, the Sports Club, and the Stables, Shan Kwong Road.

Entries close at 12 o'clock NOON on **THURSDAY, 27th SEPTEMBER, 1934.**

By Order.

C. B. BROWN,

Secretary.

9487]

Editorial and Business Office: 11 Lee House Street. Tel. 30251.
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The Daily Press.

HONG KONG, SEPTEMBER 25, 1934.

A MODERN HIGHWAYMAN.

During the first half of 1934, a twenty per cent. increase in road fatalities over the figures of the previous year startled the citizens of the United States into the realization that there is an urgent need for the reorganization of the offensive against this modern highwayman whose plunder is human lives. The National Safety Council has investigated the matter thoroughly and reports that if this outlaw continues at its present pace, fatalities for 1934 will top the 35,000 mark, or 4,000 more than the figures for the previous year. When we get down to facts it is appalling that the benefits of modern locomotion should be so abused. Everybody is rallying against this enemy who rides the highways and those who have studied his characteristics report that he masquerades in many guises. Sometimes he is seen in impatience; sometimes in carelessness and very often in selfishness or thoughtlessness. The problem now confronting those waging war against him is how best to unmask him and destroy him.

The tendency to speed is all too frequent. High speed has its legitimate uses, but the average motorist more often speeds from habit than from necessity. But if the driver would consider, for instance, that oil consumption doubles for each extra 10 miles per hour over 50, that gas consumption also increases, and that the wear is greater at high speeds, he might appreciate the economy of a more moderate pace. Education of the individual motorist, then, may well play an important part in the campaign of safety. Speed governors limiting cars to, say, 50 miles an hour may be necessary, if the problem can be met only by drastic steps. But let not the fast driver bear all the blame. The road more who blocks a heavily travelled route until those bottled up behind him desperately cut out of line, is as much at fault as the motorist who presses the pedal to the floor board. The establishment and enforcement of a minimum, as well as a maximum speed would do much to remove this selfish obstructor.

Let it not be thought for a moment that the pedestrian is entirely blameless. He also needs to be educated in caution and obedience in traffic rules, and the organization of schoolboy safety patrols in many states is an encouraging sign that this work has already begun. There are numerous other safeguards—lighting of roads, traffic lights at intersections, warnings of curves and hills, and they, too, are also being used more than hitherto. Thus from coast to coast the call for caution is being answered, and there is a gradual mobilization against this enemy who would turn the automobile from its normal usefulness into an instrument of destruction. Every man, woman and child may do his or her bit to help making America's highways safe, by observing the common rules of courtesy, by obeying traffic laws and by exercising good judgment.

SCIENCE AT ABERDEEN

A Message From The King

(Special Air Mail Service)

London, Sept. 7.

In glorious weather the British Association opened its annual meeting here on Wednesday. The council was entertained at luncheon by the Lord Provost after its meeting at noon to consider privately the final draft of its report, which was submitted at 5 o'clock to a meeting of the General Committee, the formal governing body of the Association. It expressed the sorrow of the Association at the death of its President, the late Sir William Hardy, and its gratitude to Sir James Jeans for having accepted the presidency at short notice. With regard to finance, it stated that the Bernard Hobson legacy of £1,000 for the promotion of definite geological research had been invested, and the income was to be given in research grants on the initiative of the committee of the Geological Section. The council reported also that Sir Charles Parsons's legacy of £2,000 had been received, and that the local committee for last year's Leicester meeting had presented £1,000, the surplus of the fund raised locally for the meeting, the income to be administered by the council to assist science students, preferably from Leicester or Leicestershire. In the afternoon, committees representing the 13 sections met to make the final arrangements for the meetings.

The King's Confidence

By 8.30 in the evening the Capitol Cinema was filled for the inaugural general meeting, at which the Principal of the University welcomed the Association. Sir James Jeans, the president, who was received with prolonged cheers, read a message which had been sent to the King on behalf of the members, and his Majesty's reply. The message to the King, signed by the president, was as follows:—

We, the members of the British Association for the Advancement of Science assembled in the City of Aberdeen in annual session, desire humbly to recall to your Majesty that it was in this City that his Royal Highness the Prince Consort assumed the presidency of the Association in the year 1859. From the presidential chair he conveyed to the assembled members of the Association a gracious message from her Majesty Queen Victoria, and delivered an address which disclosed his own profound interest in the advancement of science. The many marks of Royal favour which have been extended to our Association on subsequent occasions have provided further signal encouragement to us in our pursuit of the aims defined by his Royal Highness, and on all these counts we now desire to express to your Majesty our humble gratitude.

The King's reply, sent through Sir Clive Wigram, was as follows:—

"I am commanded by the King to thank the members of the British Association for the Advancement of Science for the loyal message which they have addressed to his Majesty, their Patron, from the inaugural general meeting in the ancient City of Aberdeen. His Majesty appreciates their kind remembrance of the occasion when the Prince Consort, as President of the Association, delivered a message from Queen Victoria to the members assembled in this city three-quarters of a century ago.

"The King desires me to assure the members of his unabated interest in their meetings, and his confidence that their investigations into the manifold problems confronting present day scientists will continue to be productive of results which will benefit mankind."

Professor Watts

After Sir James Jeans had delivered his presidential address Mr. Elliot, the Minister of Agriculture proposed a vote of thanks, which was carried with great applause.

The council announced that they had nominated Professor W. W. Watts, F.R.S., for recommendation to the General Committee at their meeting next Tuesday for election as President of the Association at the Norwich meeting next year. Professor Watts is a distinguished geologist, Emeritus Professor at the Imperial College of Science and Technology, South Kensington, and an Honorary Fellow of Sidney Sussex College, Cambridge.

CANTON NEWS AND NOTES

(From Our Special Correspondent)

Canton, Sept. 24.

The long-distance wireless telephone between Canton and Swatow will be resumed on September 26 following three-week suspension for complete overhaul and repairs. This radio-telephone service had been in operation for about one year, when static interrupted the transmission until it became inaudible.

After the Canton-Swatow service was put in commission again there will be repair of other long distance telephone services through land wires. This service is operated by the Provincial Department of Reconstruction, which has constructed telephone lines linking important cities of Kwangtung.

New Municipal Loan

For the stabilisation of the notes of the Canton Municipal Bank, the Canton City Government will float \$500,000 worth of loan bonds on October 1. Their denominations are of \$5, \$10 and \$20. Bearing ten per cent. interest, the bonds will mature in three months.

Instead of circulating the loan through a government bank, they are "subscribed" by way of allotment in lieu of various municipal payments. In this way it is certain to dispose of these bonds in a very short time.

No Concession to Canton

Mr. Sun Fo, President of the Legislative Yuan, stated at Shanghai yesterday that if the South-west leaders have resolutions to be submitted to the Fifth Kuomintang Congress, they can be made direct to that body Mr. Sun added that it is not necessary to air the views through other means.

AMERICA'S CUP CONTEST

Rainbow Wins Again

Newport, R.I., Sept. 24.

Mrs. T.O.M. Sopwith is "pained and bewildered at yesterday's ruling of the New York Yacht Club, refusing to hear his protests against Rainbow in Saturday's race.

He was only persuaded to go to the starting line for the fifth race to-day after friends had impressed him that it was undignified not to carry on.

A moderate sea with a breeze eighteen miles north is auguring well for Endeavour.

The race started at 11.40 and one minute later the yachts crossed the line almost level, Endeavour on the weather berth.

The course is southwest by south. The first leg is 15 miles to leeward, return windward. The wind is east-north-east, 14 to 15 knots.

RAINBOW LEADS

At 11.43 Rainbow had a slight lead and broke out with a new parachute borrowed from the Yankee. Endeavour was slow with her spinnaker and lost a lot of ground.

At 12.10, two miles out, Rainbow led by a quarter of a mile. The wind had dropped to eight knots. At 12.18 Endeavour's parachute was working better and gained slightly. At 12.28 Rainbow's spinnaker showed a huge tear and fluttered limp half to deck and half to water while she was only under main sail. Endeavour crept up and at 12.35 she was only fifty yards behind. Rainbow gypped and set a new spinnaker, which drew finely.

Rainbow rounded the mark at 1.19 and 20 seconds and Endeavour at 1.32 and 4 seconds. Rainbow's crew gave a wonderful exhibition of seamanship, not losing a single second in sail changing.

After the turn, Vanderbilt went back to starboard tack to get the weather breeze which was lighter. The Endeavour was pointed higher. At 2.10, seven miles from the finish, Rainbow was a mile ahead to windward and appears as a certain winner.

—Reuter.

(Earlier cables on page 9)

STOP PRESS

Rainbow won, crossing the line in 3 hours 24 min. 5 seconds. Endeavour's time was 3-38-06.

—Reuter.

SALVATION ARMY GENERAL

Commander Eva Booth

(Special Air Mail Service)

London, Sept. 7.

The High Council of the Salvation Army last evening elected Commander Evangeline Booth, fourth daughter of the late General William Booth, its founder, as head of the organization in succession to General Higgins, who will retire in November.

The council, which consists of 47 members of high rank in the Salvation Army, drawn from all parts of the world, began its meeting on Tuesday, but the five days of last week were devoted to legal preliminaries and various questions of procedure. It was not until yesterday morning that the council was ready to receive nominations, and proceed to the actual business of election.



EVANGELINE BOOTH

The Candidates

The council met at the Institute, Congress Hall, Clapton, and early in the afternoon Lieutenant-Commissioner Carpenter, vice-president of the council, announced that the following candidates had been nominated:—

Commissioner Evangeline Booth, of the United States.

Commissioner Catherine Bramwell Booth, of the Women's Social Work in Great Britain.

Commissioner James Hay, of Canada.

Commissioner Samuel Hurren, of the International Training College.

Commissioner David Lamb, of the International Headquarters, London.

Commissioner John McMillan, of the Eastern Command of the United States.

Commissioner Henry Mapp, Chief of the Staff.

Commissioner Hay and Commissioner McMillan, however, were not willing to go to election, and this left five candidates for the post of General. After an interval for luncheon the Council met at 3 o'clock. Before the ballot each of the candidates made a statement of his or her views, and it was not until after 5 o'clock that the Council proceeded to the ballot. The Salvation Army Act, 1931, which governs the election of a General, provides that, in order to succeed, a candidate must receive not less than a two-thirds majority of the votes cast. For some time it appeared doubtful whether a definite result would be reached last night; but about half-past 3 it was announced that Commander Evangeline Booth had been elected.

Wide Experience

The General-elect, who is 68 years of age (the retiring age is 73), is the Commander-in-Chief of the Salvation Army in the United States. The fourth daughter of its founder, and sister of the late General Bramwell Booth, she began to work for the Salvation Army in her teens, assisting at children's meetings, which were conducted in the schoolroom at her home. A few years later she became a captain and worked in the Marylebone area. In those days the Salvation Army was not welcomed in some parts of the country, and she had to face opposition, some of it disorderly. Later she had charge of the International Training College for some time before she left to become Territorial Commander for Canada and Newfoundland. Thirty years ago she went to America, where her work has been recognized by the highest authorities. President Wilson awarded her the Distinguished Service Medal in recognition of the Army's wartime service.

Commander Booth still takes riding exercise and long walks in the hills near New York, where she lives. She is also a strong swimmer, and does a good deal of her work in a small motor-boat on a lake.

KOWLOON - CANTON RAILWAY

New Working Agreement

(Continued from Saturday)

Passenger Through Traffic

Article 4. "Through Express Trains" shall mean passenger trains run from Canton to Kowloon or "vice versa," stopping normally only at Shek Lung and at certain other stations as may be agreed upon between the Administrations of the two Sections for traffic purposes.

Article 5. "Through Fast Trains" shall mean passenger trains run from Canton to Kowloon or "vice versa," stopping at such principal stations as may be agreed upon between the two Administrations.

Article 6. "Through Slow Trains" shall mean trains run from Canton to Kowloon or "vice versa," either wholly as passenger or as mixed passenger and goods trains, stopping at all or most of the intermediate stations, as may be agreed upon between the two Administrations.

Article 7. Two Through Express Trains shall be run daily in each direction, the number of such Through Express Trains, being increased by mutual agreement between the two Administrations if the volume of traffic justifies such an increase.

Article 8. One Through Slow Train shall be run daily in each direction, the number of such Through Slow Trains being increased by mutual agreement between the two Administrations if the volume of traffic justifies such an increase.

Article 9. Through Express Trains shall have precedence over all other trains and all such other trains shall when necessary, be shunted so as to give the Through Express Trains a clear road.

Article 10. For the convenience of traffic, the two Administrations may arrange for the running of local passenger or mixed passenger and goods train, to connect at Shum Chun Station.

Article 11. Bodies of troops shall not be carried on trains run primarily for the conveyance of terminal through traffic.

Goods Through Traffic

Article 12. The expression "Goods" means all minerals, all

products of agriculture and forestry, all animals and animal products and all manufactured products, exclusive of passengers' baggage, mails and parcels.

Article 13. "Through Goods Train" shall mean goods trains run from Canton to Kowloon or "vice versa," stopping at such intermediate stations as may be mutually agreed upon between the two Administrations. A mixed passenger and goods train shall not be considered either a goods train or a passenger train but shall be known as a "Mixed Train."

Running Provisions

Article 14. Chinese section locomotives shall normally haul all trains on the Chinese section to and from Shum Chun Station all matters pertaining to the operation of such trains shall be administered by the staff of the Chinese Section. British Section locomotives shall normally haul all trains on the British Section and also all Through and Local Passenger, Goods and Mixed Trains, and rolling stock to and from Shum Chun Station from and to the British Section and all matters pertaining to the operations of such trains shall be administered by the staff of the British Section, and the necessary accommodation for all such locomotives and trains will be provided at Shum Chun Station. When necessity arises, the locomotives and staff of one section may operate in the other Section by mutual agreement between the two Administrations, in which event Chinese Section locomotives and staff running over British Section shall conform to all traffic rules, regulations and practices in force on the British Section, and British Section locomotives and staff running over the Chinese Section shall conform to all traffic rules, regulations and practices in force on the Chinese Section.

Article 15. Both the Chinese and the British Section shall have locomotive power waiting in readiness at Shum Chun Station to take on through trains.

(To be Continued)

NEWS SUMMARY

The summons against Messrs. G. W. Sowell, A. L. Sullivan and H. C. Meeks for allegedly committing a public nuisance on the night of August 31, at 986, The Peak was concluded at Central Magistracy yesterday when his Worship reserved judgment till Saturday Morning.

Page 7.

The Third International Photographic Salon is now open. The exhibition is at the University Union and is of a high standard.

Page 6.

The Agenda for the Council Meeting on Thursday appears on

Page 6.

The tryout and the draw for the new subscription griffins took place yesterday. Some notes and full details of the draw appear on

Page 10.

Two Inland Lots of Crown Lands at Stubbs Road, Hong Kong, were put up for public auction at the offices of the Public Works Department yesterday afternoon, both lots being based at 25 cents a square foot.

Page 5.

At the invitation of His Excellency the Governor the annual tennis match between the Oxford and Cambridge Societies was held at the Mountain Lodge on Sunday, the former winning by 81 games to 78.

Page 6.

Messrs. Jensen & Co., agents of the Hamburg-America Line announce the motorship, Cordillera, will be put on the Far Eastern Service in the spring of 1935.

Page 6.

Arrangements for the Military Tattoo which is being held at the Military ground at Sookunpo on November 1, 2 and 3 are well in hand and the opening ceremonies on the three days will be performed by H.E., the G.O.C., Commodore Frank Elliott, and H.E., the Governor.

Page 6.

"Tackling the Famine Problem," an article from our Own Correspondent, appears on

Page 11.

COMMUNIST SCOURGE

Kwangsi Asked For Help

(From Our Special Correspondent)

Canton, Sept. 24.

That the Communists have reached the borders of Kweichow is now confirmed by a report from General Wang Chia Lieh, Chairman of the Kweichow Provincial Government who asked Kwangsi to help him in suppressing the Reds.

Commanding officers of the Communists are Hsiao Keh and Li Chung Pao who have 9,000 Reds under their service. They have arrived at Lai Ping, a border town in Kweichow. Hovering along the Kweichow border are another Communist band under Ho Lung. Their combined forces are about 25,000 men.

An official report stated the combined government forces from Hunan, Kweichow, and Kwangsi are enveloping the Communists and will eliminate them in a very short time. It is claimed that the Hunan provincial troops have killed a good number of the Reds, while they were passing the southern districts of that province.

Kwangsi troops are concentrated at Kweilin, a northern town, to guard it against the incursions of the Reds. Troops of the 44th Kwangsi division are expected here to-night from On-yuan, Southern Kwangsi, en route to Wuchow. As the Southern Kwangsi front is quiet, it is possible to transfer the entire division back to their native province.

Meanwhile, the attack on Changting in Western Kwangsi is being pushed by the Nanking troops. Contrary to previous reports, the Reds have no intention of giving up that town and are putting up some resistance. However, that town is likely to be captured soon by the government troops owing to their overwhelming forces. The high command in Nanking plans to clean up the Fukien Reds, so that it may be possible to concentrate more forces in South-western Fukien.

LOCAL AND GENERAL

One case of diphtheria and two of cerebro-spinal fever were reported for the 24 hours ended on Sept. 23.

Mr. A. Bryn, marine superintendent of the Texas Co., returned from Manila by the s.s. President Pierce yesterday.

A man named Au Wal was admitted to the Government Civil Hospital on Saturday suffering from injuries received through being knocked down by a private car No. 4108.

Tang Kam-cho, a foki employed at the bathing sheds at Kennedy Town, was bitten by a dog at 2.30 p.m. on Sunday, being later taken to the Government Civil Hospital for precautionary treatment.

The Annual Meeting of the Hong Kong Cricket League will be held at the Sanitary Board Room, Post Office Building (by kind permission), on Monday the 1st day of October 1934 at 5.15 p.m.

A European lady residing at the Young Women's Christian Association was on Sunday the victim of a bag-snatching episode. Mrs. Seldon, was walking in Tregunter Path when a young Chinese boy of about 14 or 15 year of age approached her from behind and made off with her bag which contained \$19, a pair of spectacles and other articles. The culprit made good his escape.

tion of the Army's wartime service.

Commander Booth still takes riding exercise and long walks in the hills near New York, where she lives. She is also a strong swimmer, and does a good deal of her work in a small motor-boat on a lake.

The Third International Photographic Salon of Hong Kong, organised by the University Photo Club is being held at the Union Assembly Room, University Union. The Admission is free and it is open daily from 12 noon to 8 p.m. September 24 to 30, 1934.

Friends of Mr. Ignatius S. W. Tang will be glad to hear that he has lately joined the Fung Keong Rubber Manufacturing Co. as the manager. Mr. Tang is well-known in the Chinese Government Service and was with the Sai Chuen Cement Works, Canton, where he just resigned on his own accord.

Passengers arriving here by the s.s. President Pierce from Manila included Major and Mrs. J. C. Dunham and Mrs. Samuel Gaches. Major Dunham and Mr. Gaches are delegates to the International Red Cross Conference, which is being held in Tokyo next month.

Cheung Sam, a Chinese female of 28 was fatally injured on Sunday in Pitt Street when she jumped from the second floor veranda of her home in an attempt to evade arrest and died later in the Kowloon Hospital. It appears that earlier in the evening she was involved in a fight amongst a number of women at a water-fountain in the street.

Chow Ting, another woman was also seriously injured in the same fracas and is now an inmate of the Kowloon Hospital.

A report that the new general would be deprived of certain powers formerly vested in the office was denied yesterday by a highly placed officer. He stated that no suggestion had come before the High Council, whose deliberations had been restricted to the election of a general.

M. BARTHOU'S STAY AT GENEVA

Hint Of A Scheme Of Security

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, September 24, 4.30 p.m.)

Paris, September 24. With M. Barthou's return from Geneva, the three chief topics again come to the fore, namely the much trumpeted scheme of Austria's independence, the Eastern Pact which was believed to have been shelved and the most important of all, the Saar plebiscite campaign which was opened yesterday by mass meetings in Saarbrücken.

The Paris morning papers, deal at length with the three topics referred to. The "Petit Parisien's" special correspondent however, does not believe the discussion on the Saar will make any headway at the present session of the League which, it is believed, will deal with the issue later at an extraordinary session.

The correspondent advocates the immediate settlement of the so-called Police question which in his opinion, admits of no delay.

With regard to the Eastern Pact the correspondent asserts that despite Germany's rejection and Poland's reserve, this scheme has by no means been dropped.

Several intermediate resolutions have been advanced which, however, are not ripe for public discussion.

"Le Journal" reports that M. Barthou's stay in Geneva is connected with a plan to devise a gigantic scheme of security. This scheme must rest on two main pillars, namely an international guarantee for Austria's independence and the adjustment of economic collaboration.

According to the papers' views these two points are closely interwoven. Their solution in the main depends on the relationship between Italy and Yugoslavia. The divergencies of opinion between the two countries are rather accentuated. The papers hint that M. Barthou would try and act as a peace-maker between the two antagonistic powers. — Transocean Kuo Min.

NON-STOP TO INDIA

Flight Ends In Disappointment

(Special to the "Hong Kong Daily Press" (Copyright,))

Malta, Sept. 23. The British aviators, Cobham and Helmore, whose hopes of smashing the non-stop flight record between England and India went glimmering on Saturday as their petrol pipe broke off over Malta, announced on Sunday that they would not proceed to India but return to Portsmouth.

The six passenger commercial plane with which the luckless pair were believed to have had a good chance of completing the long hop from Portsmouth to Karachi in forty-two hours, is now again in perfect condition since the emergency landing on Saturday. — Transocean Kuo Min.

VITAL SPLIT FIN

London, Sept. 24. Cobham probably flew from England minus a vital split pin, the absence of which might have caused disaster at any point en route.

Squadron-Leader Helmore has called for an official written report from the Chief Technical Officer of the Royal Air Force.

It appears that Sir Alan Cobham only discovered that the throttle control was broken when the plane was 10 miles at sea from the coast of Malta, during the re-fuelling process, and it was only due to Sir Alan Cobham's decision not to lower the undercarriage in order to minimize air drag, that they were able to land.

CURRENCY MATTERS IN CHINA

Statement By Minister Of Finance

Shanghai, Sept. 24. Dr. H. H. Kung, Finance Minister, stated that silver is treated as a commodity abroad. With a decrease in Chinese export trade, a large export of silver from China balanced trade, but the present large export of silver was unusual, due to America's purchase of silver.

The Chinese Government was restricting the Gold Bar Exchange with the idea of preventing speculation which is supported by Shanghai bankers. — Reuter.

RE-EXPORT OF GOLD

Nanking, Sept. 24. The Minister of Finance, Mr. H. H. Kung, has announced that China welcomed the import of gold for safe-keeping, savings or investment. Re-export of gold will not be restricted as long as a Customs certificate, showing the amount and the amount imported, is produced.

He said that the uncertainty of monetary standards elsewhere had led many capitalists to inquire whether China was placing restrictions on the re-export of gold. — Reuter.

ECONOMIC ENTENTE

Brussels, Sept. 23. The possibility of an Economic Entente being formed between the gold standard nations is envisaged by M. Jaspar, the Belgian Foreign Minister. It is announced.

M. Jaspar is going to Geneva tomorrow to discuss the matter with the representatives of other gold standard countries. — Reuter.

TYPHOON TOLL IN JAPAN

Official Figures

Tokyo, Sept. 24. As reports continue to filter through from outlying districts, the death toll in the Japanese typhoon disaster continues to grow. Losses are heaviest in the Osaka area.

The latest Home Office figures, published last night show: 2,064 dead, 13,335 injured, and 258 missing.

Kobe, Sept. 24. Although Kobe escaped the worst effects of the typhoon, the sea swept inland for a quarter of a mile along a lengthy coastline.

Waves of terrific size smashed up pretty bungalow colonies at Uchida and Shioya. A number of British and American residents had very narrow escapes.

DESTROYERS' EXPERIENCE

The British destroyers, Kestrel, Verity, Wishart, Whitehall and Wild Swan were steaming for Kobe when they received the typhoon warning, and anchored under the lee of an island in the inland sea.

Throughout the terrible night the ships kept up steam to relieve the strain on their anchors, but Friday morning found them being slowly forced back towards the island, except for H.M.S. Wishart.

"When the typhoon let up we were very close to the rocks. Then we steamed miles through masses of wreckage to Kobe," stated one officer on arrival here. — Reuter.

MR. SOPWITH'S PROTEST

Disallowed By Committee

Newport, R. I. Sept. 22.

Mr. T. O. M. Sopwith's protest against the Vanderbilt Syndicate's yacht Rainbow for failing to meet the Endeavour's luff when passing to the windward in Saturday's race, was disallowed after a conference of the New York Yacht Club Committee yesterday.

It appears that the only reason for disallowing the protest was that Sopwith failed to hoist the protest flag immediately.

The Committee, ignoring the question of fouls alleged by Mr. Sopwith, say that the protest flag was not displayed until three hours after the alleged first foul, and nearly two hours after the alleged second foul, whereas Rule 45 of the Club requires that the protest should be hoisted promptly.

The Committee explains that it is not empowered to sustain a protest which is improperly made, and add that from the Committee's own view of the facts surrounding the foul before the start of the race, if the Endeavour had then displayed the protest flag, the Rainbow would have done likewise, thus preserving her own rights in the matter.

The Committee adds that as the matter now stands, if, after taking testimony, the Committee should find that instead of the Rainbow fouling the Endeavour, the challenger had fouled the Rainbow, the Committee would be entirely powerless to disqualify the Endeavour, and this unfair result would be brought about by the Endeavour's failure to comply with the rules.

Mr. Sopwith in a letter to the New York Yacht Club, said "I regret to note that your Committee refuses to hear the Endeavour's protest yesterday, owing to my not having complied with a very trivial technical formality regarding the time the protest flag was flying."

Mr. Sopwith said that he would race to-day and that he would not appeal. — Reuter.

SUNKEN STEAMBOAT

Salvage Attempt By H.M.S. Cornwall

Wellington, Sept. 24. H.M.S. Cornwall is attempting to raise the sunken Chinese Navy steamboat which foundered near the Island last Wednesday. Many corpses of those drowned have been washed ashore on the mainland.

The steamboat, which was carrying a number of Chinese blue-jackets, was stated to be greatly overcrowded. — Reuter.

EX-PREMIER CHAUTEUPS

Decisive Victory In Elections

(Special to the "Hong Kong Daily Press" (Copyright,))

Paris, Sept. 23. Ex-Premier Chauteups who was forced to resign owing to the Stavisky scandal and the Prince investigations, scored a decisive victory in parliamentary elections in Central France on Sunday. The honorary President of the Radical-Socialist party who had been the



CAMILLE CHAUTEUPS

favourite target of mud slinging from the Right Wing camps won his chamber seat by an impressive majority when, in the run-off election, the Socialist balloters swung en masse to Chauteups rather than to give a victory to the National-Union candidate. Chauteups received 330 votes to 242 polled by the Right Wing forces. The local election is considered of practical national importance since the Fascist groups in the country long regarded it as a trial of strength for the Right party against the Left as the politicians were so hopelessly involved in the recent scandals. — Transocean Kuo Min.

ELECTION RESULTS (Special to "Hong Kong Daily Press")

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, September 24, 4.30 p.m.)

Paris, Sept. 24. The hopes of the Right Wing parties that the Stavisky scandal would operate to their advantage have been largely disappointed by Sunday's bye-elections. Aside from Chauteups' victory in the Blois where, as reported by Transocean on Sunday, the ex-premier succeeded in defeating the National Union's candidate for the Senate, the National Union also suffered at least a temporary setback in the Chamber bye-election in the town of Laon where its candidate, although leading at the poll, failed to get a clear majority, obtaining 4,500 votes to 4,000 for the Socialist candidate with the final result in the second ballot depending entirely on the Radical-Socialist vote.

The worst aspect in the Laon election from the Right Wing standpoint is the fact that the National vote decreased by 40 per cent. with the corresponding gain for the Socialists. In the bye-election at Pont Audemer, the Nationalist candidate, however, was elected at the first ballot which is offering some consolation for the Right Wing opinion. — Transocean Kuo Min.

BETTY COMPSON IN SHANGHAI

Coming To Hong Kong

Shanghai, Sept. 24. Miss Betty Compson, film star, arrived here yesterday on a two weeks' personal tour. She will appear in a local theatre after which she will proceed to Hong Kong. — Reuter.

SHANGHAI-CANTON AIR SERVICE

To Be Resumed With Flying Boats

Shanghai, Sept. 24. Two large and speedy Dolphin flying boats with which the China National Aviation Corporation will resume the Shanghai-Canton service are arriving on September 28. The service may be resumed on October 10. — Reuter.

UNDERWRITERS' CONFERENCE

Important Event In London

London, Sept. 24.

A most important event is taking place in London to-day when the International Marine Insurance Union, which usually meets at continental resorts, is holding a conference for the first time and underwriters from all maritime countries are arriving now to take part in the plenary session on Friday.

Highly technical subjects will be discussed according to the "Financial News" including the problem of finding cover for stupendous shipments of gold and the difficulties which underwriters experience in providing merchants with protection against war risks without crippling their liabilities in the event of a sudden outbreak of hostilities.

The conference is assured of success as the President of the Union, Mr. Axel Rimman, is a born leader and greatly esteemed by his colleagues at the helm. — Reuter.

SILVER MARKET

(From Our Own Correspondent)

London, Sept. 24. London Silver prices to-day were unchanged forward, as follows:

Sept. 22, Sept. 24
Spot 21-7/8 21-15/16
Forward 21-15/16 21-15/16
London on New York cross rate at 2.00 p.m. to-day was 4.88-11/16 compared with 4.89-1/2 at closing on Saturday.

FINNISH ARMY SECRETS

Betrayal to Soviet Russia

Russia

(Special to "Hong Kong Daily Press")

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, September 24, 1.30 p.m.)

Helsinki, Sept. 24. A new espionage affair has been discovered in the town of Viborg where a sergeant in the Army Corps staff named Miskanen and two other persons said to be working men, were arrested on a charge of the betrayal of a military secret to Soviet Russia. The papers recalled on this occasion the notorious spying case of last year in which a woman, Martin as well as a general staff officer, Hentikainen, were implicated and point out that the new affair shows that Soviet Russia is continuing her secret subversive activities in the Finnish army. The Military authorities, however, opine that Miskanen lacked the opportunity of obtaining really important information. — Transocean Kuo Min.

LEAGUE PRESIDENT'S RADIO SPEECH

(Special to the "Hong Kong Daily Press" (Copyright,))

Geneva, Sept. 23. M. Sandler, the President of the League of Nations on Sunday evening made a skilful attempt to win the United States to join the League in a radio speech which was delivered here and relayed throughout the United States by the coast to coast hook-up.

Sandler in his address "spoke in the name of all members of the League Assembly in expressing the hope that now that Soviet Russia has found her way to the League, the other largest nation in the world will not be long behind." — Transocean Kuo Min.

MOLOTOFF RETURNS

(Special to the "Hong Kong Daily Press" (Copyright,))

Moscow, Sept. 24. The Chairman of the Council of the People's Commissaries, Molotov, who has made a tour of inspection of Siberia, returned here after an absence of several weeks and has again taken charge of affairs. — Transocean Kuo Min.

GRESFORD COLLIERY DISASTER

Indignation Against Mine Owners

(Special to "Hong Kong Daily Press")

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, September 24, 4.30 p.m.)

London, Sept. 24. General indignation was expressed when the Gresford mine owners officially announced on Sunday night that the casualties of the terrible disaster total 260 and not 111 as reported previously.

Private reports even have it that 271 miners lost their lives in the disaster which turned out to be far more serious than at first believed.

With an underground fire still raging and poisonous fire-damp still pervading the mine, the mining company after all decided on Sunday to close up and seal up the shafts in order to smother the subterranean blaze.

The rescue squads whose Herculean labours for the past forty hours have proved futile, have been withdrawn by an order of the mine owners.

Heart-rending scenes were enacted outside the colliery when the wives and relatives of the trapped miners were told the plain and unvarnished truth concerning the ones they had lost.

The Miners' Union at once raised a demand that a commission of inquiry investigate the origin of the disaster.

Only ten corpses, two of which are of members of the first rescue squad have been recovered.

The Gresford disaster with a death toll of 260 is one of the three gravest mining catastrophes which has befallen the country this century, the other two occurring in Lancashire in 1910 with 344 miners dead and at Glamorgan in 1913 where 439 miners perished. — Transocean Kuo Min.

HOPE ABANDONED

London, Sept. 23. All hope has been abandoned for the men still underground in the Gresford Colliery.

The official figure of the disaster is 260 killed. This corresponds with the number of miners' lamps missing.

The Gresford Colliery disaster is thus the third biggest mine explosion death toll of the century. The work of sealing up the top of the shaft has been begun. Fires are still raging below and there are occasional gas explosions.

The sealing of the shaft is the only possible way to subdue the flames. — Reuter.

RESCUE EFFORTS

(Special to the "Hong Kong Daily Press" (Copyright,))

London, Sept. 23. The Herculean labours of the rescue squads of miners working almost without rest for the last 48 hours in the faint hope of saving the lives of their entombed comrades trapped by a mine disaster, have raised the hopes that the lowest galleries of the Gresford Colliery would be uncovered late on Sunday night. Nevertheless the chances are estimated at almost below zero that any of the 120 buried miners would be brought out alive due to the effect of both underground fire, raging throughout on Saturday and the poisonous fire damp, which still pervades in the mine.

The original plan to seal up the shafts in order to smother the subterranean blaze was given up due to the determination of the whole mining community. — Transocean Kuo Min.

BARCELONA BOMBING INCIDENTS

Madrid, Sept. 23. Spain was once again subjected to semi-military law on Sunday by the publication of a decree of the Home Minister, placing the nation under a "state of alarm." The measure was adopted largely to facilitate police work in countless raids and arrests required to determine the extent of the recently discovered Marxist insurrection plot.

The action served as a stimulus, however, rather than a deterrent to the revolutionaries in the provinces. The syndicalists in Barcelona perpetrated three large scale bombings effectively, smashing the light, water and gas conduits leading to one entire suburb. Near Santander the Marxists burnt to the ground a village church, containing objects of high aesthetic value. — Transocean Kuo Min.

COTTON CONTROL

America To Assist Small Growers

London, Sept. 23. The Bankhead Cotton Production Control Act will be continued throughout the present year, according to a decision reached at a conference between Mr. Henry C. Wallace, Secretary for Agriculture, and the Senators and representatives of the cotton producing states.

Financial assistance will be given the small growers, it was announced by increasing the quota for their benefit by 10 per cent. This additional production would rectify any inequitable condition in the Act. — Reuter.

MRS. RUTH DRISCOLL INJURED

Found Unconscious In Concession

Shanghai, Sept. 24. Mrs. Ruth Driscoll, an elderly American lady, was found unconscious in the British Concession at 6 o'clock yesterday morning, with a wound in the left temple. She said that she had left a cabaret an hour earlier and was unable to explain what happened. The police are investigating. — Reuter.

ADMIRAL DREYER TO VISIT PEIPING

Wei-hai-wei, Sept. 24. His Excellency the Commander-in-Chief, Admiral Sir Frederic Dreyer and staff, aboard H.M.S. Falmouth, sailed to-day for Tangku, en route to Peiping to visit the British Minister to China, Sir Alexander Cadogan. He is expected to return to Wei-hai-wei on October 3. — Reuter.

SIR FREDERICK AND LADY WHYTE

Sailing For England

Shanghai, Sept. 24. Sir Frederick and Lady Whyte are aboard the A.S. Empress of Japan on their way to England to-morrow morning via Canada. — Reuter.

The joys of Summer will be doubled if you keep yourself in good health. The sure way is to drink OVALTINE. Served COLD.

PEAK PARTY SUMMONS

(Continued from Page 7)

that a policeman should come into the party. The noise was certainly very subdued after that.

Was there any jubilation after his visit?—Yes, moderate.

Do you think you were making a shocking noise or not?—Definitely not.

Mr. Holmes: I think you are quite satisfied that Mr. Ross did not lodge any complaint against you or the other defendants, is that so?—I had not thought about it.

ANOTHER PARTY?

Well at any rate you will admit that Mr. Ross was awakened four times and finally when the party went down the slope from the house?—A party you mean?

Was there another party?—I know there was.

Why didn't you tell your solicitor. If you had done so, the question would have been put to Mr. Ross. Do you mean to say that you sat there and believed that Mr. Ross was complaining about the other party, do you really say so?—I do.

Did you allow Mr. Ross to give evidence against your house and you just sat there "mumb" and then say that it was another party Mr. Ross was complaining about?—Yes, but Mr. Ross gave no proof about our party.

Do you mean to say that when Mr. King said that he heard shouts of "boy" at his house approximately 500 yards away, he was talking about some other people calling "Boy" in some other house?—I don't say that. I have noted that Mr. King could hear shouts of "boy" from across the valley under certain conditions.

What sort of jubilation was it?—I think it was Mr. Sullivan.

His Worship: This is a court of law and you are here to answer the questions of Mr. Holmes.

Witness: Very well.

Mr. Holmes: I am trying to get from you your views what noise was calculated to disturb and if the noise was reproduced to his Worship, he thought it extremely difficult. He proposed in any case to deal with any of these noises as likely to disturb or not. The nearest analogy, he submitted between this offence and any similar offence in English law was that it was a public nuisance.

They had heard from the Crown Solicitor that he thought of the Peak district as a country district with houses here and there dotted about where one might expect peace and quiet and he (Mr. Evans) was not very far from him on that point.

THE AGE OLD DOCTRINE

Mr. Evans then went on to say that one of the principles of civilised community life was to adhere to the age-old doctrine of "Live and let Live" and without that, he said, life would be extremely difficult. It seemed a matter of some humour to those happy people who live in Kowloon to find that it was their right at any time to take out summonses in respect of a singular isolated instance of excessive noise after 8 p.m.

His Worship: They know it. I have been on the Bench there.

Continuing, Mr. Evans said that were it not for the friendly tolerance that existed in Kowloon, the Learned Judge there would be inundated with these summonses. He suggested that tolerance should have been exercised in this case, and he submitted that the section under which the summons was served did not mean to apply to a singular isolated case. If his Worship convicted the defendants, he said, he thought it would be impossible to hold an extremely cheerful party on the Peak any more.

Some stress was laid by the Crown Solicitor by declaring that Mr. Sewell's home was his castle. He submitted that this was a very proper doctrine and it was one, in which English judges had been determined to uphold and it was one which he suggested that his Worship should loathe to derogate.

Mr. Evans then reviewed the evidence at great length after which he concluded: "If you convict in this case then the junior messes must go and live in Kowloon forthwith. In Kowloon I believe there is more tolerance than have been shown in this particular case. The lack of tolerance in this case seems to be extraordinary. This is an isolated instance supported only by the evidence of Mr. Ross. I submit it has been brought by the police under pressure and in the

absence of the real complainant who appears to me to be sheltering behind the screen of tranquillity I suggest this case should be dismissed.

THE "BARBED ARROW"

In his closing address Mr. Holmes said:—

"In the first place the last words that my friend used brought me right back to the very commencement where he referred to my presence here. I am the last person who attaches any more importance to the fact that I am speaking than to the words that Mr. Evans used, and if it is of any interest to this particular case, to that last little 'barbed arrow' about someone shirking themselves behind and saying they were annoyed.

He quite agreed that the section dealt with two different offences namely noise calculated to disturb or to annoy any person. When the summons was brought to him he had proceeded on those lines and he definitely had refused, and took full responsibility for it, not to bring somebody to support a charge which was not the charge with which he had to deal.

Mr. Holmes then reviewed the evidence at great length after which his Worship remarked that he would deliver a written decision on Saturday morning.

Of the jubilation that all—I should call it an exclamation of delight at the success in winning a hand at the card game. I do not describe it as a shout.

Was it in the nature of a cheer at any rate?—Yes. A private cheer or a community cheer (laughter).

Mr. Holmes: I think it is a rather apt description. Would you expect it to carry 100 yards on this particular night?—On this particular night, yes. It might be audible 100 yards away.

Would there be comparative silence except the shout of "boy" that carried about 500 yards?—No. Not silence.

Was there other noise much the same being called "boy"?—No. I suppose you mean the other noise was not so loud—Yes. The other noise was merely meant for the people in the house at the time.

THE MISTAKEN PARTY?

Did you hear concerted series of words at a fairly high tone?—No, that I can recollect.

Have you really a clear recollection of what happened after midnight?—Yes.

When the party broke up, was the noise loud?—No. It was normal, just conversation and farewells.

Mr. Ross said that he was aroused particularly in regard to the breaking up of the party, did you hear that?—Mr. Ross gave no time at all.

Now look here do you still say that Mr. Ross was speaking about the dispersal of another party?—He might very well have been mistaken.

Have you any real doubt that Mr. Ross made a mistake and was talking of what happened in this case whereas he was really talking about something which has nothing to do with it whatever?—I have.

As to the dispersal of the party you think he might have meant the dispersal of the other party?—I do.

And do you really think that when he was giving his evidence?—I made a mental note to that effect, when he said he could give no time.

This completed the case for the defence.

REMARKABLE CASE

Addressing his Worship, Mr. Evans said that the case was remarkable for one thing and one thing only and that was the gravity in which it appeared to be considered by the Police and the Government when the fine imposed was only \$100. It was very seldom that one saw the Crown Solicitor appearing in such a trivial case, he said. He submitted that the interpretation of Section 13 of Ordinance 32, 1930 was so wide that it required the very greatest delicacy and judgment in dealing with a case under this section. It was easier to imagine the case as absolutely absurd and ridiculous. The section, he said, was an re-enactment of section 31 of Ordinance No. 1 of 1945 and was very different in that, whereas the old section applied only in districts which the Governor-in-Council appointed, the present section applied to the entire colony.

Continuing, Mr. Evans said,

WORLD BALLOON RACE

Gordon Bennett Contest

(Special to the "Hong Kong Daily Press" (Copyright).)

Warsaw, Sept. 23. The world's champion balloon race, the annual Gordon Bennett contest, was ceremoniously begun here on Sunday afternoon before a large and distinguished crowd including Premier Kosciuszko and the President of the Polish Aero Club, Prince Radziwill. The Polish balloon "Warszawa" was the first to get away, rising at seven minutes past four o'clock to the strains of the Polish national anthem rendered by a military band and melting away to the north east carried by a strong fresh wind which augured well for the results of the race. The German balloons "Stadlesse", "Wilhelm von Opel", and "Deutschland" were next to take the air.

General regret and some misunderstanding were roused by the last minute technical disqualification of Spain's single entrant. Since the Spanish balloon arrived too late to win the automatic permission to start the race, the rules required the candidate to get a separate approval from each other entrant. The French Aero Club, however, refused to approve of the request and the Spanish airmen were thus forced to stay on the ground.

One other unexpected incident marred the beginning of the contest, the gasbag of the French balloon "Torun" tearing free from the basket and careering off into the race unaccompanied by the balloonists.

Transocean Kuo Min.

DARE-DEVIL MOTORIST

(Special to the "Hong Kong Daily Press" (Copyright).)

Madrid, Sept. 23.

German racing cars put a double seal on the season of almost unbroken series of victories on continental tracks when two Mercedes Benz machines whirled over the finishing line of the famous San Sebastian course on Sunday fully ten minutes ahead of the nearest competitor to win the grand prize of the Spanish season. An Italian driver, however, brought the winning car home, the dare-devil Luigi Fagioli clipping off the 5,000 kilometre distance in 3 hours 19 minutes and 14.6 seconds. Rudolf Caracciola who, despite the Italian name is a German citizen and the most popular race-driver in the Reich was flagged close behind in 3 hours 20 minutes and 24 seconds.

The third was the Italian driver and car, Nuvolari in a Bugatti machine which crossed the line in 3 hours 30 minutes and 48 seconds, just fifteen seconds ahead of Germany's master showman, Hans Stuck of the Auto Union who provided the day's sensation by a well finished drive in which he caught his way up from eighth to fourth place.

Transocean Kuo Min.

that he thought it would come as a great shock to many Peak residents to realise that they were also subjected to these provisions. That never was the case until 1932 unless his friend, the Crown Solicitor had been able to find similar provisions in the laws of England. He submitted that there was a difference in creating noise in a public street and in a house. Quite apart from this the words "calculated" and "public tranquillity" are not without difficulty, and it seemed to him the question whether calculated noise or noise calculated to disturb meant either any of three things: (1) Such noise is likely to disturb, (2) such noise as is bound to disturb and/or does, and (3) a noise actually intended to disturb.

A PUBLIC NUISANCE

If the second and third meanings were his Worship's version of it, then his case would be substantially easier. If the first was his Worship's version of it, then his Worship, he said, was left with a very difficult problem. He suggested it had to come to a conclusion of calculating what was noise

DRAW FOR NEW SUB-GRIFFINS

Messrs. Mackie & Grayburn Acquire Most Promising Candidate

(BY "MORNING DEW")

The draw for the 1935 subscription griffins took place yesterday. There was a large attendance of owners, jockeys and racing enthusiasts at the paddock at Happy Valley to follow the proceedings.

Interest in the draw was heightened by the fact that an official tryout was held earlier in the afternoon at which most of the subs made a good impression.

Particularly outstanding was a bay pony of 13.3 (No. 90) which seemed to be the pick of the new arrivals. At the draw No. 90 remained in the drum until every subscriber had drawn a pony. Then those owners who have subscribed for more than one pony had another chance at the draw and the elusive No. 90 did not come out until only two ponies remained in the paddock. He was then drawn by the "Mackie and Grayburn" stable, and a cheer greeted the announcement.

Other ponies which appeared to run well during the trials were as follows:—

No. 37, A 14 hand bay pony drawn by Messrs. Kong Bros.
No. 47, A 13.2 black pony drawn by Mr. J. F. MacGregor.
No. 56, A chestnut pony of 13.3 drawn by Mr. "Lan."
No. 64, A dun mare of 14 hands drawn by Dr. S. N. Chau.
No. 76, A 13.2 bay pony drawn by Mr. Li Fook Wo.
No. 87, A bay pony of 14 hands drawn by Messrs. Tester and Abraham.
No. 94, A chestnut of 14 hands drawn by Mr. Li Fook Fai.
No. 110, A chestnut mare of 14.1 drawn by Messrs. Lewis and Tinson.
No. 118, A dun pony of 11 hands drawn by Messrs. Bellamy and Gordon.

The full list of the draw is as follows:—

Brand	No.	HK/E	Drawn By	Colour	Age	Height
	31		Mrs. Pearce	Grey	4	14.1
	32		Li Shu Ki and Ho Sai Cheong	Bay	Aged	14.0
	33		Lan	Bay	7	14.0
	34		Miss Yvonne Shenton	Roan	7	13.3
	35		H. S. Tseng	Bay	7	14.1
	36		Flinder	Black	7	13.3
	37		Kong Bros.	Bay	6	14.0
	38		Li Shu Chun	Grey	6	13.3
	39		Helenside	Bay	7	13.3
	40		G. W. Sewell	Dun	Aged	13.2
	41		Dr. Li Shu Ki	Ches.	6	14.0
	42		Rain	Ches.	6	14.1
	43		Wong Shu Ngau	Bay	Aged	13.2
	44		Widcombe	Ches.	5	13.3
	45		Rain	Brown	6	13.3
	46		J. F. MacGregor	Black	7	13.2
	47		Stephen Lam	Grey	7	13.2
	48		Why	Black	6	14.0
	49		K.H.W.	Grey	5	13.2
	50		Li Po Chun	Bay	7	14.0
	51		Brish	Ches.	Aged	14.0
	52		Li Fook Yim	Ches.	6	14.1
	53		Wong Ki To	Grey	7	13.3
	54		Yip, Bothelmo and Pau	Bl. Dun	7	14.1
	55		Lan	Ches.	Aged	13.3
	56		S. S. Li	Dun	7	13.3
	57		W. H. Choy	Bay	Aged	13.2
	58		Hall and Shenton	Ches.	6	13.2
	59		Max	Ches.	6	13.2
	60		Mrs. Liang	Grey	Aged	13.3
	61		Mrs. Li Shu Ki	Ches.	6	13.2
	62		Young Brothers	Brown	7	13.2
	63		Dr. S. N. Chau	Dun M.	6	14.0
	64		Choa Po Min and W. C. Choa	Grey or Rn.	5	13.3
	65		Mackie and Grayburn	Grey	7	14.0
	66		Eu Tong Seng	Grey	6	14.1
	67		L.T.F.	Dun	7	13.3
	68		John Peel	Ches.	Aged	13.2
	69		Chan Wing Yung	Dun	Aged	14.1
	70		C.N.K.	Grey	Aged	13.2
	71		Li Shu Pang	Bay	6	14.0
	72		Ho Kom Tong	Bay	6	13.3
	73		Leung Lau	Bay	5	13.2
	74		Leong Kwok Cheong	Black	5	13.2
	75		Li Fook Wo	Bay	7	13.2
	76		Yeung and Yung	Ches.	7	13.2
	77		Li Shu Ki and Dr. Wong	Roan	6	13.2
	78		Wong and Chan	Dun	6	13.2
	79		Ulster	Bay	6	14.0
	80		Mrs. Pearce	Bay	6	14.1
	81		K. S. Wong	Brown	6	14.1
	82		Li Shu Pang and A. J. Edgar	Brown	7	14.1
	83		C.W.K.	Dun	7	13.3
	84		Wong Ping Shun	Grey	7	14.0
	85		Sturt and Lobel	Bay	5	13.3
	86		Tester and Abraham	Bay	6	14.0
	87		Partners	Brown	6	13.2
	88		Mackie and Grayburn	Bay	6	13.3
	89		J. F. MacGregor	Ches.	Aged	13.2
	90		Longfellow	Grey	7	14.1
	91		Li Yuk Fai	Ches.	6	14.0
	92		Mrs. Mackie	Grey	7	13.3
	93		Heblad	Grey	6	13.3
	94		H. Y. Liang	Bay	7	13.3
	95		Parkson Chan	Grey	Aged	13.3
	96		Roda	Dun	6	14.0
	97		Wong Ping Shun	Grey	7	13.3
	98		Li Yu	Brown	7	14.0
	99		We Three	Grey	6	13.2
	100		Owen	Grey	6	14.1
	101		Li Fook Wing	Bay	4	13.3
	102		Lewis and Tinson	Bay	7	13.3
	103		Seth	Grey	7	13.2
	104		Li Fook Chung	Grey	4	13.2
	105		Miss Li Po Chun	Ches.	6	13.2
	106		Lewis and Tinson	Ches. M.	7	14.1
	107		Dynasty	Black	6	13.2
	108		Grist and Beck	Dun	Aged	13.2
	109		Li Po Chun	Ches.	Aged	13.3
	110		H. J. Law	Ches.	Aged	14.0
	111		Bellamy and Gordon	Dun	7	14.0

U. S. BASEBALL

Double Header Programme

New York, Sept. 23. New York Yankees and Cleveland Indians succeeded in winning both games in their double headers.

Detroit Tigers leaders of the American League, received a setback when they were nosed out by a 4 to 3 tally in the first leg of their double-header against St. Louis Browns, but recovered in the second match to win by 2 to 1.

The following were the results:

National League			
	R.	H.	E.
New York	8	12	0
Boston	0	4	0
Parnesse pitched			
<hr/>			
New York	3	13	1
Boston	4	6	4
There were 11 innings			
<hr/>			
Philadelphia	4	15	0
Brooklyn	2	12	2
Leslie homered			
<hr/>			
Philadelphia	2	6	0
Brooklyn	7	8	0
Boyle and McCarthy homered			
<hr/>			
St. Louis	9	16	1
Cincinnati	7	11	2
<hr/>			
St. Louis	3	8	4
Cincinnati	4	8	0

Chicago Klein homered
Pittsburgh 2 6 2

American League
Boston 0 3 0
Gomes pitched
New York 1 10 0

Boston 4 6 0
New York 5 12 0
Hoag, Selkirk and Gehrig homered. There were 10 innings.

Washington 2 9 1
Philadelphia 1 8 2

Washington 5 7 0
Sisko homered.

Philadelphia 5 11 1
Johnson and Williams homered. Game called owing to darkness.

Cleveland 2 7 0
Chicago 1 8 0

Cleveland 5 11 2
Averill homered.

Chicago 1 7 3

Detroit 3 4 0
St. Louis 4 11 0

Detroit 2 12 1
St. Louis 1 10 1

LOCAL TENNIS

The Varsity Match At Mountain Lodge

At the invitation of His Excellency The Governor the annual tennis match of the Oxford and Cambridge Society was held at Mountain Lodge on Sunday, 23rd September.

The Oxford team won by 81 games to 78 games, the sets being equal (9 all). The scores were as follows:—

Captain Cannon & G. R. Sayer (Oxford) against Major Withington & R. R. Todd	6-4 6-1
against J. L. Tetley & J. Barrow	2-6 6-1
against G. Miskin & R. E. Lindell	6-4 6-0
N. L. Smith & J. G. Pilcher (Oxford) against Major Withington & R. R. Todd	3-6 0-6
against J. L. Tetley & J. Barrow	2-6 6-3
against G. Miskin & R. E. Lindell	5-7 7-5
S. W. Liang & Rev. N. Pilcher (Oxford) against Major Withington & R. R. Todd	1-6 4-6
against J. L. Tetley & J. Barrow	6-2 4-6
against G. Miskin & R. E. Lindell	5-7 6-2

TRACK ATHLETES

(Special to the "Hong Kong Daily Press" (Copyright).)

Magdeburg, Sept. 23. The strongest all-German track team for many years romped through to an expected victory over the picked French track and field athletes in the 25th annual Franco-German contest held here on Sunday but by a margin surpassing even the predictions of their hopeful compatriots.

The Reich representatives took first places in no less than twelve of the fifteen events and scored both first and second in seven.

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Go to your Chemist today. He sells Sanatogen.

GREATEST AIR RACE

Speed, Safety, And Pay Load

(Special Air Mail Special)

London, Sept. 5. All previous international air races are to be surpassed by the England-Melbourne contest, to start from an aerodrome not yet stated on October 20. By the shortest route the distance is 11,323 miles, and by the line of optional checking points it is 12,277 miles. All competitors will start from one place, but obviously not simultaneously.

Of sixty-four entries five have been withdrawn, and the remaining fifty-nine represent thirteen different countries. Further withdrawals are expected, but in all probability there will be more than forty starters.

The contest will be in two divisions one in which speed alone will count, the other in which speed will be taken into consideration with the amount of freight, according to a formula drawn up by the Royal Aero Club. Many of the competitors are entered in both divisions.

Sir Macpherson Robertson, when offering £15,000 in prize money, stipulated that risks should, as far as possible be avoided by the conditions and in drawing up these conditions the Royal Aero Club has been governed by respect for his wishes. They have made the contest fair to all by imposing certain internationally standardised aircraft regulations. The date of the race was chosen by Sir Macpherson Robertson. It is very nearly, but not quite, the best time of the year.

Amsterdam to Batavia

An air route from Amsterdam to Batavia has been in operation for some years, and recently Imperial Airways extended their route beyond India to Singapore. This route will shortly be extended to Australia, and the organisations already in existence, the experience gained, and the surveys carried out for Imperial Airways, will be of great value to competitors in the coming race.

There have not yet been thirty completed flights from England to Australia, or back since the pioneer flight by the late Sir Ross Smith and his companions in 1919, and it would be idle to pretend that the difficult nature of some of the country to be flown over, the monsoons, and the 500-odd miles of the Timor Sea, do not present certain risks.

The fastest flights over the route hitherto were—England to Australia in 8 days 17 hours 55 min. by Mr. C. T. Ulm and his crew; and Australia to England in 8 days 12 hours, by Mr. B. Rubin and K. Waller. In each case a point on the north coast was the Australian contact. For the coming race the Australian Continent must be traversed, and the route is being specially marked out for day and night flying. Also, the Timor Sea will be patrolled.

Strange to say, one of the more serious risks of flying in India and the East is the big birds, which on many occasions have flown into aeroplanes, or been blown into, causing serious damage. Another difficulty to be faced may be that of flooded aerodromes, which often cause delay, especially in the taking-off of aircraft with a heavy fuel load.

A Principal Test

One of the principal regulations is the standard one requiring that aircraft shall be able to surmount an obstacle 66 ft. in height 660 yd. from the start of the take-off run, and any aeroplane able to pass this test, carrying sufficient fuel for the longest direct stage, namely, the 2,553 miles from London to Bagdad (there are optional intermediate landing places), and at the same time fulfilling Air Ministry airworthiness requirements, must obviously be a first-class machine. The one which, in addition, flies at the greatest speed throughout the whole course will be a good prize-winner. By emphasising such qualities the race should have a good influence on progress. The Handicap section, by directing attention to the essential quality of ability to transport passengers or goods, should perhaps have been given the biggest share of the prize money.

It is too early to attempt forecasts for the principal British type has not yet flown. It is the only machine specially designed for the conditions, and its forthcoming first appearance is awaited with intense interest. It looks all right, and may well acquit itself triumphantly. It will be flown by three parties, one of them Messrs. Rubin and Waller, the present record holders, another by a former record holder, Mr. C. W. A. Scott, who will fly with Mr. T. Campbell Black, the third by Mr. and Mrs. Mollison.

Another fast British machine in the speed section will be the Airspeed type to be flown by Captain T. Neville Stank and Mr. S. L. Turner, a formidable combination.

The United States, with sixteen remaining entrants including brilliant flyers of very fast mail carriers, have many strings to their bow. Rumours of a general American withdrawal, by the way, have no real foundation.

Insurance Premiums

After months of secret negotiations, the pool, which was formed by the leading American and

NEWS FROM CHINA

TACKLING THE FAMINE PROBLEM

Aftermath Of The Summer Drought And Floods

According to an ancient saying, the foundation of a country is its people, and the foundation of a people its food. Another has it that there must be a sufficiency of food and clothing before a person can be virtuous. These great truths, says the "World Daily News," are a recognition from times immemorial that the material prosperity of a nation depends on the well-being of its citizens. While Chinese history has also abundantly shown that famines can even lead to the overthrow of dynasties, as for example, the Ming.

China to-day is confronted with exactly such a problem, of the first magnitude. Floods and droughts over wide areas have resulted in internal disturbances. Since the advent of summer this year, Kiangsu and Chekiang have been suffering from an unprecedented drought, on account of failure of the usually abundant rains. On the other hand, the Northern provinces, such as Honan, Shansi, and Szechuan, commonly afflicted by droughts, have been visited by torrential rains and devastated by floods. There are still others, as Kiangsi, Hunan and Hupeh, which have had their share of natural calamities, and suffered tremendous loss. Hupeh, for instance, has suffered to the extent of \$100,000,000, and it is not the worst sufferer! The

food problem is, therefore, in the most urgent need for solution at this moment. Because floods and droughts have destroyed the season's crops over widespread areas, the prices of foodstuffs have soared up to record heights, and rioting by the famine-stricken people have broken out in many provinces. In addition to the Government's emergency measures, the Peiping Journal advanced the following suggestions. In the first place, immediate steps must be taken to prevent profiteering on the part of the grain-merchants. In the second place, communications and tax organs should extend every assistance to grain-merchants so that transportation of grain from one province to another may be facilitated; while drastic punishment should be meted out to those who try to corner the market for profit. In the third place, the National Government should advance loans to farmers in the stricken districts so as to enable them to resume their occupations. Lastly, the Government should carry out a policy of rational control over the foodstuffs in the country by means of a committee, whose duty will be to make a close study of the country's needs, the stock available, and the necessity, or otherwise, at times to supplement these stocks by imports from foreign countries.

EXPERTS ENGAGED

Nanking, Sept. 14.

In addition to procuring the services of Dr. John Wishart, Professor of Agricultural Statistics at Cambridge University, as advised, the Central Agricultural Experimental Station of the Ministry of Industry has engaged the following technical experts:

1—Dr. Ma Pao-chin, graduate of Cornell University, U.S.A., and Cambridge University, England, to be field expert.

2—Dr. Cheng Lin-chuang, former head of the Economics Department of Ginling Women's College, who was for many years engaged in rural work in North China, to be Director of the Rural Economics Department.

3—Professor Lin Li, formerly with the Agricultural and Afforestation Experimental Station in Japan, to be Director of the Afforestation Department.

Kuo Min.

KONGMOON-YAMCHOW RAILWAY

Canton, Sept. 5.

A railway is to be built between Kongmoon, southern Kwangtung, and Yamchow, in the extreme west of the province. Survey work will be started in the middle of this month, according to plans of the Kwangtung Provincial Department of Reconstruction.

Kuo Min.

ed with intense interest. It looks all right, and may well acquit itself triumphantly. It will be flown by three parties, one of them Messrs. Rubin and Waller, the present record holders, another by a former record holder, Mr. C. W. A. Scott, who will fly with Mr. T. Campbell Black, the third by Mr. and Mrs. Mollison.

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Insurance Premiums

After months of secret negotiations, the pool, which was formed by the leading American and

CUSTOMS HOUSE PROPOSAL

Canton, Sept. 24.

Following the City Chamber of Commerce despatching a petition to the Central authorities, the Provincial Associated Chamber of Commerce circulated a telegram last Saturday protesting against the proposal for the establishment of a customs house in Kowloon.

It was stated in the telegram that such a step if taken will be tantamount to the removal of an import trade centre to foreign territory. Furthermore, stated the telegram, it will be inconvenient for the importing and exporting merchants to pay duties and it will be impossible for the customs superintendent to exercise his right of supervision.

Central Press.

WOOL WEAVING PLANT

Canton, Sept. 24.

Installation of machinery of the Wool Weaving Plant has been finished and preparations for operation are now in full progress, according to the Provincial Department of Reconstruction.

In order to have more experts to direct operations in the plant, the Department has invited 28 No. 1 workmen of the Peiping Wool Weaving Plant to the south. They arrived here yesterday. It is learned that operation will probably be started on October.

Central Press.

HOME FOOTBALL

London, Sept. 24.

In a Scottish League football game to-day, Aberdeen lost on their own ground, Kilmarnock scoring three goals to one.

Reuter.

English underwriters have announced their premiums for the Australian Air Race entrants. For aircraft up to a value of £1,000 the premium is 20 per cent; over £1,000 and up to £10,000, 15 per cent; and from £10,000, which comprises the majority of the entrants, 10 per cent.

One-third of the premium paid will be returned to the individual competitors in the event of no claim being registered. As for individuals, the pool insures them for death only at 5 per cent, but for death or disability the premium is 10 per cent.



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BAD LEGS
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1st Oct. ... M.V. "GERTRUDE MAERSK" ... 24th Oct.

30th Oct. ... M.V. "NOBA MAERSK" ... 27th Nov.

(All dates are subject to alteration without notice.)

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S.S. "TJIKEMBANG" 25th Sept., 11 a.m.

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OUTWARD SAILINGS

† (HAL) m.v. "KULMERLAND" for Shanghai, Taku, Dairen,
Kobe, Yokohama, Nagoya 27th Sept.

* (NDL) m.s. "SAALE" for Shanghai, Taku Bar, Dairen,
Tientsin, Y'ham, Kobe 1st Oct.

* (HAL) m.v. "RUHR" for Shanghai, Kobe, Osaka,
Yokohama, Taku, Dairen, Tientsin 14th Oct.

* (NDL) s.s. "MAIN" for Shanghai, Taku Bar, Dairen,
Tientsin, Yokohama, Kobe, Osaka, Yokohama, Nagoya 25th Oct.

† (HAL) m.v. "DUISBURG" for Shanghai, Taku, Dairen,
Kobe, Osaka, Yokohama, Nagoya 25th Oct.

HOMeward SAILINGS

† (NDL) m.s. "FULDA" for Genoa, Barcelona, Lisbon,
Dover, A'dam, R'dam, Hamburg, Bremen 22nd Sept.

* (NDL) s.s. "ISAR" for Genoa, M'les, Oran, R'dam,
H'burg, Bremen 8th Oct.

† (NDL) s.s. "COBLENZ" for Genoa, Barcelona, Lisbon,
Dover, A'dam, R'dam, Hamburg, Bremen 21st Oct.

† (HAL) m.v. "ERMLAND" for Genoa, Marseilles, A'werp,
R'dam, Hamburg 18th Oct.

† (HAL) m.v. "KULMERLAND" for Genoa, Barcelona, R'dam,
H'burg 27th Oct.

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H. K. STOCK EXCHANGE

YESTERDAY'S OFFICIAL QUOTATIONS

In spite of only half a day's
working owing to a Chinese festi-
val, there was a good demand for
Cements, Lights, Lands and Hotels,
resulting in a fair turnover in
each.

Sales
Canton Insurance, \$235.
H.K. Trams, \$20.40.
Buyers
Union Insurance, \$530.
Antamoks, 80 cts.
Benguet Explorations, 18 cts.
Big Wedge, 10 cts.
Gold River, 23 cts.
Hotels, \$5.40.
H.K. Lands, \$50.
Realities, \$4.60.
Chinese Estates, \$89.
H.K. Trams, \$20.10.
Yau-mat, \$21.
Telephones (Old), \$23.80.
Telephones (New), \$11.
Singapore Tractions, 5/-.
Singapore Traction (Pref), 17/19.
Constructions (New), 78 cts.
Sellers
Antamoks, 64 cts.
Peak Trams (Old), \$15.
Electric, \$71.
Malabon Sugars, \$8.70.
Cements, \$2.40.

THE EXCHANGE MARKET

MESSRS. ROZA BROS.

Monday, Sept. 24.

There was no change in Silver
prices on Saturday. Ready at 21½
and Forward at 21 15/16. China
sales were absorbed by specula-
tors. The tone was steady, but
very quiet.

The market in New York for
Sterling opened at 4.99½ and closed
at the same rate.

Market

There was practically no mar-
ket; no interests was displayed in
the absence of Shanghai advices.
The tone was steady.

Sterling

No business done; sellers for
September 1/7, buyers 1/7 1/32.

U.S. Dollars

Sellers 39½, buyers 39. A small
business was rumoured at 39 9/16.

Yen

132.

Gulders

574.

Shanghai Dollars

110 5/16.

Shanghai Market

Holiday.

CANTON SILK MARKET

The Kwangtung Raw Silk Test-
ing Bureau, Department of Recon-
struction, Canton, China.

Canton Quotations

September 21.

Extra O.S. 13/15 H.K. \$430N.

Small Extra O.S. 13/15 H.K.

\$340N.

Crack N.S. 14/16 H.K. \$300N.

Extra Extra 20/22 H.K. \$235N.

Waste N.S. Open H.K. \$51N.

Yokohama Quotations.

September 22.

Spot Yen 495

Bourse six months Yen 493

New York Quotations

September 21.

December 1.16 1.16½

February 1.18 1.18½

April 1.18 1.18

New York Quotations are ob-
tained through Courtesy of Ameri-
can Oriental Finance Corpora-
tion.

£1,000,000 CONTRACT FOR BRITAIN

Building Kut Barrage

(Special Air-Mail Service)

London, Sept. 7.

Balfour Beatty and Co., which
is controlled by the Power Securi-
ties Corporation of London, has
been awarded the contract for the
construction of the Kut barrage,
for a modified tender of more than
£1,000,000.

When the barrage scheme is
completed, in about three years, it
will bring a large new area under
cultivation. Six tenders for the
work were submitted, the highest
being from a German firm.

LONDON EXCHANGE RATES

(BRITISH WIRELESS SERVICE)

On	Sterling Parity	Sept. 20	Sept. 22
Amsterdam	12.10 Florins	7.27	7.28
Athens	375 Drachmas	513 S.	515 S.
Selgrade	276,316 Dinars	218	218
Berlin	90.43 Marks	12.34½	12.35½
Bombay	1s. 6d. per Rupee	1/8 1/16	1/8 1/16
Brussels	35 Belgas	20.99½	21.02
Bucharest	813,588 Lei	495	495
Buenos Aires	47.58d. per Peso	38½ S.O.	36½ S.O.
Copenhagen	18.159 Kroner	22.40	22.40
Geneva	25.22½ Francs	15.11	15.12
Hankow	193.23 Marks	226½	226½
Hongkong	110 Escudos	1/6½	1/6 11/16
Lisbon	25.22½ Pesetas	110½	110½
Milan	99.46 Lire	38½	38½
Montevideo	50.85d. per Peso	57½	57 9/16
Montréal	4.887 Dollars	39 7/16 S.O.	39 7/16 S.O.
New York	4.967 Dollars	4.84½	4.84
Oslo	18.159 Kroner	5.99 7/16	4.99 7/16
Paris	194.91 Francs	19.90½	19.90½
Prague	161.25 Kronen	74 27/32	74 27/32
Rio de Janeiro	26.63d. per Gold Milreis	118½	118 7/16
Shanghai	1/5 3/16	4½ S.O.	4½ S.O.
Stockholm	13.159 Kroner	1/5 3/16	1/5 3/16
Vinona	34.54½ Schillings	19.39½	19.39½
Yokohama	24.58d. per Yen	26½	26½
Silver (spot)	21½	1/2 5/16	1/2 9/32
Silver (forward)	21½	21½	21½
War Loan	1% 3/4	21 15/16	21 15/16

Closing Quotations

September 24, 1934

ON LONDON:-
Telegraphic Transfer... 1/6½
Bank Bills, on demand... 1/6½
Bank Bills, 4 months'... 1/6½
sight... 1/6½
Credits, four months'... 1/6½
sight... 1/6½
ON SHANGHAI:-
On Demand... 10 1/2
ON SINGAPORE:-
On Demand... 10 1/2
ON JAPAN:-
On Demand... 120½
ON INDIA:-
Telegraphic Transfer... 10 1/2
Bank, on demand... 10 1/2

ON NEW YORK:-
Bank Bills, on demand 38½
Credits, 60 days sight... 40½
ON BATAVIA:-
On demand... 56½
ON PANAMA:-
Bank Bills, on demand 580
Credits, 4 months' sight 610
ON SAIGON:-
On demand... 28
ON MANILA:-
On demand... 74
ON BANGKOK:-
On demand... 119½
SOVEREIGNS, Bank Buying
late... 1/7½
BAS SILVER, per oz... 21½

THOMAS FARROW

Clerk Who Rose To
Be A Banker

(Special Air-Mail Service)

London, Sept. 7.

Mr. Thomas Farrow, founder of
Farrow's Bank, which crashed in
December, 1920, has died at his
home in Westhampton, near
Chichester from heart failure.
He was 72.

When Farrow was sentenced at
the Old Bailey on June 8, 1921, to
four years' penal servitude for
issuing false balance-sheets the
judge referred to the "irreproch-
able character" Farrow had
borne.

Farrow indeed was the sort of
man whose life is described as
"blameless."

HOW BANK STARTED

He was an ardent religious
worker, a philanthropist, and a
constant deviser of schemes for
the good of the people.

Farrow ran a campaign against
usurers, and it was in order to
compete with them that he started
Farrow's Bank in 1904—with the
support of many public men.

At that time Farrow had a
splendid record. He had risen
from the obscurity of a high school
in an auctioneer's office in his
native Norfolk (he was born at
Cotton, near Norwich) to the post
of assistant private secretary to
Mr. W. H. Smith, the First Lord
of the Treasury.

From that he became private
secretary to Mr. Robert Yerburgh,
M.P., and acted as secretary of
the Agricultural Banks' Associa-
tion, of which Mr. Yerburgh was
then president.

This opened the way to Farrow's
Bank, for Farrow, in this post,
undertook a five years' investiga-
tion into the evils of money-
lending, and his evidence before a
Select Committee was partly re-
sponsible for the passing of the
Moneylenders Act.

Interest Lure

One of the principles of the
bank was to offer the small
depositor similar opportunities to
those given by large banks and
interest on accounts where a
balance of at least £10 was left
on deposit six months.

Farrow was a spectacular
success. Money poured in.
Branch after branch opened.
By 1920 there were 75 branches,
21 of them in the London area,
and 5,000 shareholders.

In September that year it was
decided to increase the capital to
£2,000,000. The paid-up capital
was then £361,423.

Farrow lived in opulence. He
had a beautiful home at St.
Leonard's-on-Sea, a large staff.

SCOTS ECHO

Lithuanians' Flight

(Special Air-Mail Service)

London, Sept. 7.

A bottle containing a message
from a Lithuanian airman has
been found on the western shore
of the Moray Firth at Loth, in
Sutherland by Professor James
Ritchie, of the Chair of Natural
History at Aberdeen University.

The bottle contained a message
from a lieutenant in the air ser-
vice of Lithuania. It was written
in Lithuanian, and has been
translated by the Lithuanian
Minister in London as follows:-

"Returning from the World
Century of Progress Exposition in
Chicago to Kaunas in Lithuania,
I am dropping this bottle with the
letter in mid-ocean, at the fifty-
first meridian and forty-sixth
parallel. Let the sea goddess
Jurate know that the fearless
Lithuanian aviators have conquer-
ed this ocean, and that it no
longer can inspire fear. Flight
Lieutenant P. Nakroslis, on the
Holland America Line steamer
Statendam, August 25, 1933."

Professor's Theory

The reference to the conquest of
the Atlantic ocean by Lithuanian
aviators is to the attempt at a
non-stop flight from New York to
Kaunas made on July 15, 1933, by
Lieutenants Grenas and Durus,
who, after successfully crossing the
Atlantic, crashed to death at
Kuhidamm in Pomerania, Ger-
many, only 400 miles from their
destination.

Professor Ritchie states that
some scientific interest attaches to
the drift of the bottle dropped in
mid-Atlantic and recovered 11
months later on the shores of the
Moray Firth.

Caught up in the Atlantic drift,
it must have been carried north-
eastwards towards the coast of
Northern Europe, and finding its
way into that branch of the drift
which sweeps round the north of
Shetland into the North Sea it
must have entered the eddy
which circulates in the Moray
Firth.

This movement corresponds to
the route taken by the larval eels,
which are born in the Western
Atlantic, south of the Bermudas,
and migrate across the ocean on a
three-year journey, ultimately
to stock the rivers of the British
Isles and the Continent with their
fresh-water eels.

The drift of the bottle gives an
indication of the time which the
migration from the Mid-Atlantic
would take unaided by the active
swimming of the eel larvae them-
selves.

PRESIDENT LINERS TOURIST CLASS

Superb Cuisine, Every Comfort!

Have you ever traveled on President Liners? If you have, you
know very well what pleasure a trip on any one of them
always is... And now, with the new Tourist Class, the cu-
sine, the conveniences and the little extra comforts of these
large, smooth-riding liners may be enjoyed at greatly re-
duced fares! Investigate before booking your next passage.

To SAN FRANCISCO 18 Days To VICTORIA, SEATTLE 17 Days
via Shanghai, Kobe, Yokohama, Honolulu via Shanghai, Kobe, Yokohama

Fortnightly sailings
Pres. Pierce, Sept. 25, Midnight
Pres. Hoover, Oct. 6, Noon
Pres. Wilson, Oct. 23, Midnight
Pres. Coolidge, Nov. 3, Noon
Pres. Lincoln, Nov. 20, Midnight

EUROPE, NEW YORK
Inquiry for round-trip tickets to Europe
in connection with Lloyd Triestino.

Via Manila, Singapore, Penang,
Colombo, Bombay, Suez Canal,
Alexandria, Naples, Genoa,
Marseilles.

Pres. Hayes, Sept. 29, 8 a.m.
Pres. Johnson, Oct. 13, 8 a.m.
Pres. Monroe, Oct. 27, 8 a.m.
Pres. Van Buren, Nov. 10, 8 a.m.
Pres. Garfield, Nov. 24, 8 a.m.

DOLLAR STEAMSHIP LINES AMERICAN MAIL LINE

PEDDER BUILDING—HONG KONG.

CANTON BRANCH:—4, SHAKES ROAD.

HIS MAJESTY'S MICROPHONE

On Show At Kelvin
Hall

(Special Air-Mail Service)

Glasgow, Sept. 7.

The King's microphone, which
the Queen will use when she lau-
nches the new Cunarder "534" on
September 28, arrived in Glasgow
from London last night by the
"Midday Scot." As the train came
to a standstill three guards stepped
down carrying a substantial brass-
bound box.

Marconiphone officials immedi-
ately surrounded the group. The
box was opened and the microphone
assembled as an assurance that no
damage had been sustained in the
journey.

The dim light of the platform
was sufficient to show that the
King's silver and gold microphone
is a beautiful piece of workman-
ship. It cost £700 to make, and
because of its high intrinsic value
is insured for £3000, the greatest
coverage which can be secured for
it.

After the microphone had been
thoroughly inspected it was again
locked away. Accompanied by
four guards and two policemen,
the microphone was escorted to the
Central Station Hotel, where it
was placed in the hotel safe. The
safe was guarded throughout the
night.

To-day the microphone will be
taken to the radio exhibition at the
Kelvin Hall, where it will be ex-
hibited at the Marconiphone stand
for one day. Royal permission has
not been secured for longer.

From Kelvin Hall the microphone
is to be placed in safe deposit
in Glasgow and the key of the safe
deposited sent to London. There it
will remain until the time of the
launch of the giant Cunarder.

This is the microphone into
which the King speaks when he is
broadcasting. It was specially
made for this purpose, and only
the King has used it. Resting on
a silver pedestal it is heavily
ornamented in gold. As part of
the assembly there is a silver plate
upon which the King lays his
manuscript, and on this plate are
inscribed the name and date of the
principal functions at which the
King has used the microphone.

The last occasion was the opening
of the Mersey tunnel.

The plate, however, will not ar-
rive in Glasgow until to-day.
The delivery of the royal micro-
phone was delayed because its ap-
pearance had been dimmed by the
use of the wrong type of metal
polish. The removal of the effects
of the polish was found more dif-
ficult in the case of the heavily
inscribed silver plate, and con-
sequently its delivery in Glasgow
was further delayed.

The King has had two micro-
phones. The first, a Marconiphone-
Sykes, now rests in Kensington
Science Museum, London, where
it is protected against tampering
by light-ray apparatus. This was
the microphone which the King
used to open the British Empire
Exhibition at Wembley in 1924.

CONSIGNEE NOTICES.

NORDDEUTSCHER LLOYD.
BREITEN.

THE Steamer "COBLENZ"
having arrived from BREMEN, HAM-
BURG and Ports, Consignees of Cargo
are hereby notified that their Cargo is
being landed at their risk into the Go-
downs of the Hong Kong and Kowloon
Wharf and Godown Co., Ltd., Kowloon,
where delivery can be obtained.

Consignees are further notified that
the steamer "COBLENZ" has taken at
HAMBURG and

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW"	On 25th Sept., 3 p.m.
SWATOW, FOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"HUNAN"	On 25th Sept., 5 p.m.
AMOI & SHANGHAI	"TSINAN"	On 26th Sept., 3 p.m.
SWATOW, AMOI & SHANGHAI	"YOHOW"	On 26th Sept., 5 p.m.
HONGKONG, PAKHOI & HAIPHONG	"KIUCHOW"	On 27th Sept., 3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 30th Sept., 4 p.m.
FOCHOW, SHANGHAI, DAIREN & NEWCHANG	"CHINHUA"	On 30th Sept., 5 p.m.
SWATOW & BANGKOK	"KANGCHOW"	On 1st Oct., 3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 2nd Oct., 3 p.m.
AMOI & SHANGHAI	"TAIKIAN"	On 3rd Oct., 5 p.m.
SWATOW, AMOI & SHANGHAI	"KINGYUAN"	On 5th Oct., 3 p.m.
HONGKONG, PAKHOI & HAIPHONG	"KWANGTUNG"	On 5th Oct., 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 7th Oct., 3 p.m.
SWATOW, FOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"HOIHOW"	On 7th Oct., 5 p.m.
FOCHOW, SHANGHAI, DAIREN & NEWCHANG	"YINGHONG"	On 7th Oct., 3 p.m.
AMOI, SWATOW & SINGAPORE	"ANSHUN"	On 8th Oct., 5 a.m.
SWATOW & BANGKOK	"KAYING"	On 8th Oct., 3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 9th Oct., 3 p.m.
AMOI & SHANGHAI	"TSINAN"	On 10th Oct., 5 p.m.
HONGKONG, PAKHOI & HAIPHONG	"YOHOW"	On 13th Oct., 3 p.m.

SAILINGS SUBJECT TO ALTERATION

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents, Telephone 30331.

CARGO AND PASSENGER CARRIAGE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE

TRAVEL A.O. LINE

To AUSTRALIA. Call at: Maudslayi, Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE & TAIPING (OIL BURNERS)

FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE

OPEN AIR SWIMMING POOL

ELECTRIC LAUNDRY, BARBER SHOP, SURGEON & STEWARDESS CARRIED

Enjoy Your Lunch in Australia and New Zealand. Hong Kong to Sydney—19 Days

FIRST CLASS FARE TO SYDNEY 27s RETURN

LONDON (via Australia) from £127-15-0.

(Australian Newspapers on file)

SAILINGS

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

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HONG KONG, CHINA & JAPAN.

NORDDEUTSCHER LLOYD, BREMEN

AUSTRAL-CHINA LINE

Regular monthly service per fast and modern Trossen-screw Passenger & Freight Motorships

"MERKUR" and "NEPTUN" (8000 Tons Gross)

Accommodation for 1st Class, 3rd Class, Storage and Deck-passengers. Many 1st Class Single berth Cabins. Many bath rooms.

Surgeon & Stewardess carried. Electric Laundry and Barber shop on board.

Interesting route via Philippines, Sandakan & New Guinea.

First sailing from Hongkong: M.S. "NEPTUN" 31st December, 1934.

M.S. "MERKUR" 2nd February, 1935.

For Freight & Passage apply to:

MELCHERS & CO.

Far Eastern General Agents.

PRINCE LINE—SILVER LINE

JOINT SERVICE

FORTNIGHTLY SAILINGS

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HALIFAX (NOVA SCOTIA CANADA),

BOSTON

AND

NEW YORK

CALLING AT NAPLES

M.V. "SILVERTEAK" ... Sept. 29th

M.V. "SILVERSANDAL" ... Oct. 28th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

For Passage Rates, Freight, etc., apply to:

KURNESS (FAR EAST) LTD.

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DOUGLAS STEAMSHIP CO., LTD.

SAILINGS FOR SWATOW, AMOI & FOCHOW & RETURN

TUESDAYS AND FRIDAYS AT 3 P.M.

S.S. "HAINING" on TUESDAY, 26th SEPT., 4 P.M.

S.S. "HAIYANG" on FRIDAY, 28th SEPT., 3 P.M.

S.S. "HAICHING" on TUESDAY, 30th SEPT., 3 P.M.

Subject to alteration without notice.

SWATOW-HONGKONG SERVICE.

SAILINGS FROM HONGKONG

SUNDAYS & WEDNESDAYS AT 4 P.M.

S.S. "SEISTAN" on WEDNESDAY, 26th SEPTEMBER.

Arrivals and Departures from the Company's Wharf (Near Blakes Pier)

ROUND TRIP TICKETS will be issued from HONGKONG to

FOCHOW (Pagoda Anchorage) and return by the same steamer

at the Reduced Rate of \$100.00 including Meals while the steamer

is at Port (Time for Round Voyage 8 Days)

For Freight and Passage apply to—

DOUGLAS LARBAIK & CO., LTD.

Tel. 28037 and 28038. General Managers. P & O Building.

ADVERTISED SAILING FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST PORTS AND JAPAN.

Amoy	Hai Ning, Douglas, September 25.
Tainan, B. & S., September 25.	Hai Yang, Douglas, September 25.
Yochow, B. & S., September 25.	Yochow, B. & S., September 25.
Haiching, Douglas, October 2.	Sui Sang, Jardine's, October 2.
Tai Ping Yang, Dodwell's, October 18.	Tai Ping Yang, Dodwell's, October 18.
Phenibus, B. & S., October 8.	Roseville, Bank Line, September 27.
Roseville, Bank Line, September 27.	Roseville, Bank Line, September 27.
San Francisco	Pres. Pierce, Dollar's, September 25.
Roseville, Bank Line, September 27.	Chichibu Maru, N.Y.K., October 3.
Pres. Hoover, Dollar's, October 6.	Tatsuta Maru, N.Y.K., October 17.
Tai Ping Yang, Dodwell's, October 18.	Asama Maru, N.Y.K., October 31.
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Tai Ping Yang, Dodwell's, October 18.	Asama Maru, N.Y.K., October 31.

SOUTHWARD

FROM HONG KONG TO COAST PORTS, MANILA, AUSTRALIA.

Amoy	Hai Ning, Douglas, September 25.
Tainan, B. & S., September 25.	Hai Yang, Douglas, September 25.
Yochow, B. & S., September 25.	Yochow, B. & S., September 25.
Haiching, Douglas, October 2.	Sui Sang, Jardine's, October 2.
Tai Ping Yang, Dodwell's, October 18.	Tai Ping Yang, Dodwell's, October 18.
Phenibus, B. & S., October 8.	Roseville, Bank Line, September 27.
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Asama Maru, N.Y.K., October 31.

San Francisco

Pres. Pierce, Dollar's, September 25.

Roseville, Bank Line, September 27.

Chichibu Maru, N.Y.K., October 3.

Pres. Hoover, Dollar's, October 6.

Tatsuta Maru, N.Y.K., October 17.

Tai Ping Yang, Dodwell's, October 18.

Asama Maru, N.Y.K., October 31.

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Chichibu Maru, N.Y.K., October 3.

Pres. Hoover, Dollar's, October 6.

Amoy

Hai Ning, Douglas, September 25.

Tainan, B. & S., September 25.

Yochow, B. & S., September 25.

Haiching, Douglas, October 2.

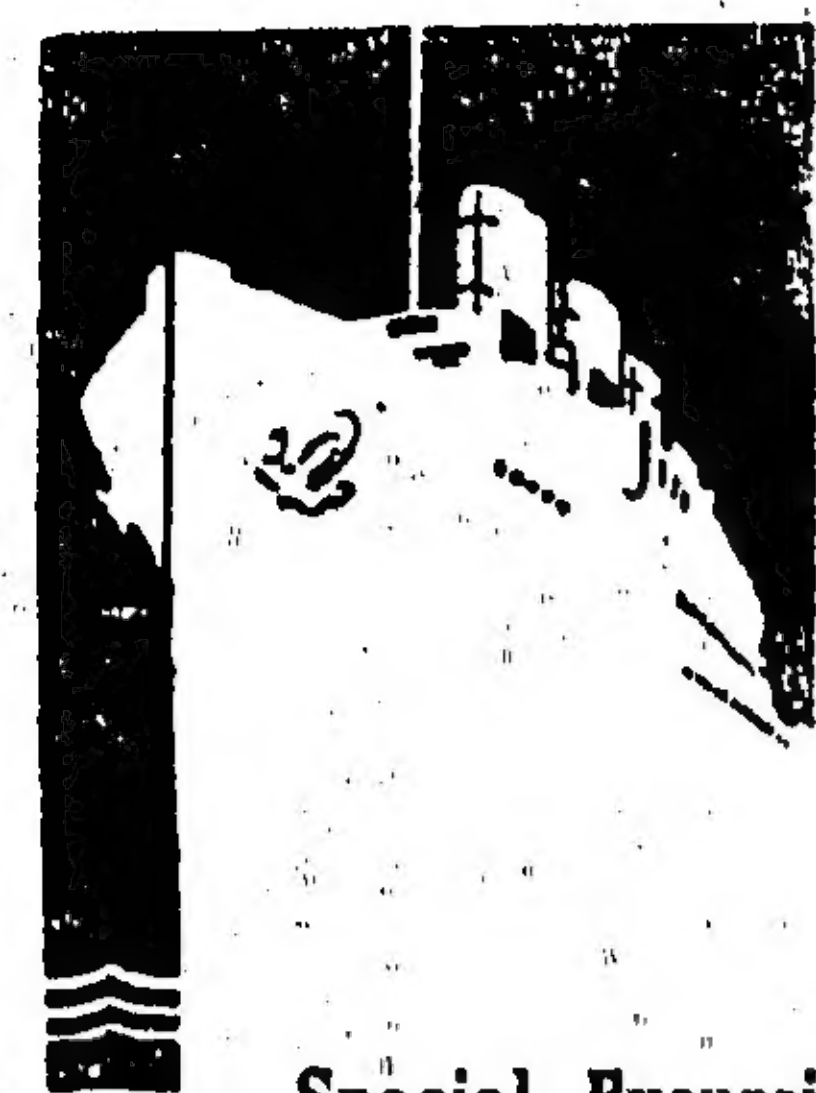
Sui Sang, Jardine's, October 2.

Tai Ping Yang, Dodwell's, October 18.

Phenibus, B. & S., October 8.

Roseville, Bank Line, September 27.

Roseville, Bank Line, September 27.



"Empress of Asia"

SAILS
Thursday, 27th Sept.

for
MANILA

Special Excursion First Class H.K.\$180
HONG KONG to MANILA and Return

Reduced Fares to
Europe and Return also Around the World

Steamers	Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Honolulu	Manila	Victoria
Emp. of Asia	Oct. 5	Oct. 7	Oct. 9	Oct. 11	Oct. 13	Oct. 15	Oct. 17	Oct. 19
Emp. of Canada	Oct. 19	Oct. 21	Oct. 23	Oct. 25	Oct. 27	Oct. 29	Oct. 31	Nov. 2
Emp. of Russia	Nov. 2	Nov. 4	Nov. 6	Nov. 8	Nov. 10	Nov. 12	Nov. 14	Nov. 16
Emp. of Japan	Nov. 16	Nov. 18	Nov. 20	Nov. 22	Nov. 24	Nov. 26	Nov. 28	Dec. 1

TO MANILA

EMPRESS OF ASIA ... Sept. 27th.
EMPRESS OF CANADA ... Oct. 12th.

TRAVEL EMPRESS
THE ACME OF LUXURY
AT LOW COST

CANADIAN PACIFIC

Telephone: Passenger 20752. GACANFAC: Passenger Dept.
Freight 20042. NAUTILUS: Freight Dept.
Canton Agents: JARDINE, MATHESON & CO. LTD.



GENERAL PASSENGER AGENTS IN THE ORIENT FOR
CUNARD WHITE STAR LINE.

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.
CHICHIJU MARU ... Wednesday, 3rd Oct. at 10 a.m.
TAISUO MARU ... Wednesday, 17th Oct.
ASAMA MARU ... Wednesday, 31st Oct.

SEATTLE & VANCOUVER.

HEIAN MARU (Starts from Kobe) Monday, 1st Oct.
HIKAWA MARU (Starts from Kobe) Saturday, 30th Oct.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM

HAKOZAKI MARU ... Saturday, 30th Sept.
TERUKUNI MARU ... Friday, 12th Oct.
HAKUSAN MARU ... Saturday, 27th Oct.

SYDNEY & MELBOURNE via Manila and Ports.

KAMO MARU ... Saturday, 27th Oct.

BOMBAY via Singapore, Penang and Colombo.

LISBON MARU ... Friday, 9th Sept.
TANGO MARU ... Thursday, 11th Oct.
MAYEBAH MARU ... Sunday, 28th Oct.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

HEIYO MARU ... Tuesday, 30th Oct.

NEW YORK via Panama.

NOTO MARU ... Saturday, 27th Oct.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus, Genoa and Valencia.

LIMA MARU ... Monday, 8th Oct.

CALCUTTA via Singapore, Penang and Rangoon.

TOKUSHIMA MARU ... Saturday, 29th Sept.
TOBA MARU ... Monday, 8th Oct.
BENGAL MARU ... Monday, 15th Oct.

SHANGHAI, KOBE & YOKOHAMA.

GANYO MARU ... Thursday, 27th Sept.
HABUNA MARU ... Saturday, 29th Sept.

* Cargo only.

Tel. 30291



FRENCH MAIL STEAMERS.
Sailings from Hong Kong:

Steamers	Leave	Arrive
MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.		
ANDRE LEBON	25th Sept.	8th Oct.
VORAGE SUPPLEMENT	25th Sept.	21st Oct.
PORTHOS	33rd Oct.	4th Nov.
CHENONCEAUX	6th Nov.	18th Nov.
D'ARTAGNAN	20th Nov.	30th Nov.
ATHOS II	4th Dec.	16th Dec.
ABAMIS	18th Dec.	23rd Dec.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port Said or Djibouti.

For Full Particulars, apply to:-
Messageries Maritimes, 2 Queen's Building, 12

Shipping News

Daily Statement, Clearances.
Ships In Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 4,200 TONS;
THROUGH CARGO
7,400 TONS

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:-

British	Cargo	Through
Cape St. Francis	500	—
Singapore	500	—
Kamo	—	500
Amoy	—	—
Norwegian	—	—
Sandviken	432	1,160
Swatow	—	432
French	—	—
C. Henri Riviere	3,000	—
Pakhoi	—	3,000
Dutch	—	—
Tjikembang	—	1,035
Amoy	—	1,035
Japanese	—	—
Buenos Aires Maru	—	4,267
Kobe	—	4,267
Chinese	—	—
Kung Ping	320	720
Swatow	—	—
Yung Chi	—	220
Canton	—	320
Total	4,252	7,402

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:-

Cape St. Francis (Br.)	Singapore
Sandviken (Nor.)	358
C. Henri Riviere (Fr.)	68
Tjikembang (Dut.)	132
Kung Ping (Ch.)	152
Total	1,049

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:-

British	Arr.	Dep.
American	2	7
Norwegian	0	1
French	1	0
Dutch	1	0
Japanese	1	2
Chinese	2	1
Total	8	14

WARSHIPS IN PORT

Basin—Tamar.
North Arm—Witch, Wren.
North Wall—Whitshed.
No. C1—G. G. Paul Doumer.

ARRIVALS

SEPTEMBER 23RD.

Com. Henri Riviere, French str., 1,397 tons, Captain Nicolai, from Pakhoi, buoy No. A5—Sing Kee & Co.

Tjikembang Dutch str., 5,029 tons, Captain J. Van Rees, from Amoy, buoy No. A8—J. C. J. Line.

Buenos Aires Maru, Japanese str., 5,829 tons, Captain M. Yajima, from Kobe, buoy No. A1—Osaka Shosen Kaisha.

Yung Chi, Chinese str., 1,075 tons, Captain T. G. Chin, from Canton, C. M. S. N. Wharf—C.M.S.N. & Co.

Kamo, British str., 725 tons, Captain J. Baldwin from Amoy, Yaumati—Williamson & Co.

SEPTEMBER 24TH.

President Pierce, American str., 3,663 tons, Captain H. Nelson from Manila, Kowloon Wharf—Dollar S.S. Line.

Kalapot, British str., 2,093 tons, Captain T. Blair, from Keelung, Yaumati—Williamson & Co.

Hermod, Norwegian str., 840 tons, Captain S. Ellassen, from Bangkok, buoy No. B5—Thoresen & Co.

Coblenz, German str., 5,395 tons, Captain Stein from Manila, Kowloon Wharf—Melchers & Co.

Foylebank, British str., 3,439 tons, Captain C. D. Logie, from Manila, buoy No. A15—Bank Line.

Cape St. Francis, British str., 2,170 tons, Captain A. S. Gordon, from Singapore, buoy No. A3—Kong Nam & Co.

In Dock—Moth. Orpheus, Rain-bow.

Talkoo Dock—Osiris.

Cosmopolitan Dock—Oswald.

SHIPS IN HARBOUR

WHARVES

Kowloon—President Pierce, Coblenz.
Osaka Shosen Kaisha—Hozan Maru.
Douglas Lapraik—Selstan.
Salkong—Tin Seng.
Chi On—Hydrangea.

DOCKS

Kowloon—Gustav Diederichsen.
Talkoo—H.M.S. Osiris, Silver-teak, Hong Kong.

BUOYS

No. A1—Buenos Aires Maru.
No. A3—Cape St. Francis.
No. A5—Com. Henri Riviere.
No. A8—Tjikembang.
No. A15—Foylebank.
No. B4—Lyesiaoon.
No. B10—Hellas.
No. B11—Huashan Maru.
No. B12—Proteus.
No. B14—Kwangchow.
No. B16—Haydrot.
No. B17—Hunan.
No. B21—Tsinan.
No. B22—Maui Sang.
No. B25—Ryui Maru.

CLEARANCES

SEPTEMBER 24TH.

Huashan Maru, for Canton/Olympia, for Legaspi.
Kung Ping, for Canton.
Buenos Aires Maru, for Singapore.

Tin Seng, for K. C. Wan.
Cape St. Francis, for Singapore.
Yung Chi, for Shanghai.
Hydrangea, for Swatow.

Tsinan, for Canton.
Ryui Maru, for Hongkong.
Foylebank, for Yokohama.

SHIPPING MOVEMENTS

The B.I. Steam Ship Takada (Mackinnon, Mackenzie & Co. Agents) will leave for Singapore, Penang, Rangoon and Calcutta on or about Sunday, 30th September, 1934, at 10.30 a.m.

The E. & A. Steam Ship Nankin (Mackinnon, Mackenzie & Co. Agents) will leave for Manila, Rabaul, Brisbane, Sydney, Melbourne and Hobart on or about Saturday, the 29th instant at 11 a.m.

The s.s. Takada (Mackinnon, Mackenzie & Co. Agents, E. & A. Line) will leave Amoy for this Port on the 27th instant p.m., and is due here on the 28th instant p.m.

The s.s. Nankin (Mackinnon, Mackenzie & Co. Agents, E. & A. Line) left Moji for this Port on the 23rd instant at p.m., and is due here on the 27th instant at about p.m.

M.C.C. MEMBERS AND LEG-THEORY

Desire For Decision

(Special Air Mail Service)

London, Sept. 7.
Feeling is growing among influential members of the M.C.C. that a decision on the leg-theory controversy should be arrived at before the Australians leave England.

Australia is not the only interested party. The problem has been raised in more or less acute form by certain events in the county championship this year, and may cause trouble when the English side goes to the West Indies in December.

Many English cricketers may resent the use of leg-theory tactics such as were employed by the West Indians at Manchester on their last visit to this country. Obviously, however, no protest can be made if the M.C.C. maintains its position of approving of fast leg-theory by implication.

Unfortunately, no immediate decision can be made because many M.C.C. members are out of town, and Sir Stanley Jackson, chairman of the Selection Committee, is leaving London to-day for Yorkshire.

BANK LINE (CHINA) LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF KHIOS" ... Havre, London, Rotterdam, Hamburg & Glasgow ... 8th Oct.
S.S. "CITY OF CAMBRIDGE" ... Havre, London, Rotterdam & Hamburg ... 8th Nov.

NEW YORK, BOSTON & BALTIMORE

AMERICAN AND MARCHUHAN LINE

ANDREW WEIR & CO.

SERVICES TO

MAURITIUS & SOUTH AFRICA

S.S. "TINHOW" ... 10th Nov.

EAST & SOUTH AFRICA

Serviced by NEW, FAST, LUXURIOUS MOTOR SHIPS

"ISIPINGO", "INCHANGA" and "INCOMATI"

Sailings from Calcutta on 4th, and from Colombo on 10th of every month to Mombasa, Zanzibar, Beira, Lourenco Marques, Durban, East London, Port Elizabeth, Mossel Bay and Cape Town.

AGENTS FOR

KLAVERNESS LINE

(PACIFIC COAST-ASIATIC SERVICE)

HONGKONG DIRECT TO LOS ANGELES, (in 21 Days)

SAN FRANCISCO, PORTLAND AND PUGET SOUND.

M.V. "ROSEVILLE" ... 27th Sept.

Leaving through Belling to GULF & ATLANTIC COAST with transshipment at Los Angeles by first opportunity.

ALL SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

For Freight or Passage enquiry of the above lines apply to:-

Telephone: 27791.

THE BANK LINE, (CHINA) LTD.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER STEAMERS

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"RAWALPINDI"	17,000	6th Oct.	Bombay, Marseilles and London.
"BANGALORE"	6,000	13th Oct.	Mars, Havre, L'don, H'g, R'dm, A'werp, & Hull.
"KIDDERPORE"	5,300	16th Oct.	S'pore, Penang, Colombo, Ceylon, Bombay & Karachi.
"COMORIN"	15,000	30th Oct.	Bombay, Marseilles and London.
"RAJPUTANA"	17,000	3rd Nov.	Bombay, Marseilles and London.
"BHUTAN"	6,000	10th Nov.	Mars, Havre, L'don, H'g, R'dm, A'werp, & Hull.
"CHITRAL"	15,000	17th Nov.	Marseilles and London.
"BEHAR"	6,100	24th Nov.	Bombay, Mars, Havre, L'don, H'g, R'dm, A'werp, & Hull.
"CARTHAGE"	15,000	1st Dec.	Bombay, Marseilles and London.
"SOUDAN"	7,000	8th Dec.	Bombay, Mars, Havre, L'don, H'g, R'dm, A'werp, & Hull.
"BANPURA"	17,000	15th Dec.	Bombay, Mars, Havre, L'don, H'g, R'dm, A'werp, & Hull.
"CORFU"	15,000	22nd Dec.	Bombay, Mars, Havre, L'don, H'g, R'dm, A'werp, & Hull.
"BURDWAN"	6,000	5th Jan.	Bombay, Marseilles & London.
"RANCHI"	17,000	12th Jan.	Bombay, Mars, Havre, L'don, H'g, R'dm, A'werp, & Hull.
"NALDERA"	15,000	26th Jan.	Bombay, Marseilles & London.

* Cargo only. * Calls Cebu, Manila.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong	Destination
"TAKADA"	8,000	30th Sept.	Singapore, Penang & Calcutta.
"TILAWA"	8,000	12th Oct.	do.
"SANTHA"	8,000	27th Oct.	do.

* Calls Rangoon.

* Calls Port Swettenham.

B.I.—Apcar line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destination
"NANKIN"	7,000	29th Sept.	Manila, Balab, Brisbane.
"NELLORE"	7,000	2nd Nov.	Sydney, Melbourne & Hobart.
"TANDA"	7,000	1st Dec.	do.

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

AUSTRALIA AND NEW ZEALAND for a Cheap Holiday (Surfing, Fishing, Shooting, Climates to suit all. Your English Money is worth 25% more).

No Additional Charge for Deck Cabins. Sun Deck Swimming Pool—Orchestra carried—Laundry—Surgeon—Stewards.

E. & A. Cuisine and Service are unsurpassed.

Frequent connections from Australia with the following:-

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

" BHUTAN "	6,000	3rd Oct.	S'hai, Moji, Kobe & Yokohama.
" NELLORE "	7,000	4th Oct.	S'hai, Moji, Kobe, Osaka & Y'ham.
" RAJPUTANA "	17,000	4th Oct.	Shanghai, Kobe & Yokohama.
" SANTHA "	8,000	4th Oct.	Amoy, S'hai, Moji, Kobe & Osaka.
" BEHAR "	6,100	14th Oct.	S'hai, Kobe & Yokohama.
" TAJMA " "	10,000	18th Oct.	Amoy, S'hai, Moji, Kobe & Osaka.
" CHITRAL "	15,000	18th Oct.	S'hai, Kobe & Yokohama.
" SOUDAN "	7,000	21st Oct.	S'hai, Kobe & Yokohama.
" SIRDHANA "	8,000	1st Nov.	Amoy, S'hai, Moji, Kobe & Osaka.
" CARTHAGE "	15,000	2nd Nov.	Shanghai, Kobe & Y'ham.
" TANDA "	7,000	4th Nov.	S'hai, Moji, Kobe, Osaka & Y'ham.
" TAKADA "	8,000	16th Nov.	Amoy, S'hai, Moji, Kobe & Osaka.
" BANPURA "	17,000	16th Nov.	S'hai, Kobe & Yokohama.
" BURDWAN "	6,000	25th Nov.	do.

